

# MILITARY AND NAVAL MAGAZINE

OF THE

## UNITED STATES.

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*Spirit and progress of the age—Its influence on our future prospects.—Brief notice of the Services—of the Military Character, &c.*

THE present age is one possessing, in whatever light it is regarded, an elasticity of spirit which is attractive and exciting to an extreme degree. The mass of materials which daily arrests the attention of the thinking mind ; from their novel and multiplied varieties, their magnitude and importance, are of a nature to awaken intense interest ; to kindle the liveliest enthusiasm ; and to superinduce serious and sober reflection.—From amidst the dazzling effulgence of the lights of knowledge that are shed along our path, we contemplate with great self-complacency, these gloomy and cheerless wastes, which are seen throughout the dim twilight of years that have rolled away, characterized as they are by superstition and bigotry, by the most vague and erroneous conceptions of true philosophy, disquisitions subtle and refined, but unmeaning and useless ; by blind and fruitless research ; and we already appear to stand upon the ground of our own self-sufficiency ; to have overlooked or thrown aside the lessons drawn from the experience of those who have gone before us, as furnishing no landmarks or aids to the triumphant march of our day. All ranks and classes of men of all professions and trades are moving forward in eager emulation to enjoy the privileges and secure some

of the fruits of this golden age. The air, the earth and ocean, with their teeming inhabitants and productions, all the inventions and improvements in the mechanic and other arts, the elements of animate and inanimate matter which have been discovered by the highest efforts of philosophy; every thing, in short, is pressed into the service and compelled to pay tribute for the procuring of new comforts and luxuries to the rich and prosperous—as though their everlasting happiness depended on their diligence;—as though the amassing of wealth were the “*summum bonum*” of human exertion; Americans seem steadily resolved to outdo all former essays of individual enterprise.

In this swift and impetuous career, the mind is occasionally disposed to pause for a brief season; to rest awhile on the pinions of its flight and glance at the new times and situations upon which we have arrived, to examine whether our course has been ordered and pursued undeviatingly according to the dictates of sound judgment and discretion; whether the star of our political grandeur has not been culminating too rapidly towards its meridian ascendancy, and to ascertain if we have not reached some new latitudes, attained to some new relations which demand the adoption of correspondent plans; or the introduction of some alterations in our further progress.

In the prosecution of this enquiry, several questions naturally suggest themselves, and we would beg leave to ask if the energies of rising minds are directed to objects that are commensurate with their capacities and high destinies? Are we not destitute of a truly national literature; and do our political newspapers, the vast majority of which are filled with mistatements, calumny and detraction by party zealots; do the copious literary streams that flow in from foreign shores, poisoned as they are at their sources, furnish us with a wholesome substitute for that which we have not? Are the thirst after political eminence, and the acquisition and hoarding up of wealth, those predominant, all-engrossing passions of our citizens, the only paramount objects worthy to occupy their time and talents? Is the trammelling and narrowing spirit of commercial intercourse favourable to the attainment of virtue; to the rearing of good husbands, sons and brothers? Is not the tendency of our age fearfully destructive of public and private virtue, and have Americans given sufficient heed to those solemn warnings with

which history is pregnant? Have they remembered that as there are climacterics in human life, so there are eventful crises in all human affairs: that human institutions are of necessity never stationary; that they obey impulses which are wayward and capricious, and that therefore they are eternally fluctuating and ever subject to the most irregular librations? Have they not reposed in a security more fancied than real; and relied too implicitly on uninterrupted peace and tranquillity from the external evidences of harmony and good order?

It behooves us to bear it in mind that change, unceasing though gradual, perhaps imperceptible change, is stamped in lasting characters upon the works of creation and upon all the fabrics of human wisdom and industry, and that weakness and imperfection are deeply engrafted upon the very warp and woof of our nature. Empires have had their rise, decline and fall, their monuments and inscriptions have mouldered away and crumbled into dust under the consuming hand of time, but the human passions have stood the same, unaltered and unalterable amid the elemental strife. Let us fortify our constitutions of government as we please by checks and balances; still no written instrument can withstand the workings of avarice, the throes of ambition and the tremendous commotion and agonizing conflict of a host of malignant and perverted passions.

We are told at every corner of the street, although we do not frequently meet that dignified personage, that "the school-master is abroad".—We are heartily glad that such is the case, for according to our notion many new lessons remain to be learned, and many old ones to be unlearned; and if we are not in error, many alarming and startling truths will follow in the train of this new instruction. We seem at this time to have partially lost sight of those excellent maxims of the Lacedemonians "Know thyself"—"Do nothing to excess." For our own part, we confess our utter incredulity as to the immediate perfectibility of the human race—mankind has wisely relinquished the search for the philosopher's stone; but we believe it to be the conviction of many, that secular knowledge is the talismanic charm, which in the lapse of a few years is to convert all opinions into golden ones, and to metamorphose all our vile propensities into principles of purity. In our opinion it is true practically, if not in theory, although it may appear paradoxical to some minds, that honest ignorance is decidedly

preferable to many branches of knowledge, and we have no hesitation in rejecting as illusory the generally received postulate, that as a consequence of the dissemination of secular knowledge, we are to expect the fruits of peace as its concomitants. We shall not look for those days of profound and uninterrupted peace that are promised, until our obstinate natures are radically changed, until the frame of our mind is differently constituted from what it is at present, or its elements are re-organized. If the saying of a distinguished Roman is true, that "the highest learning is to be wise and the greatest wisdom is to be good," it follows that he who acquires learning at the expense of his morals, is the worse for his education. We are believers in the almost omnipotent power of education, but by it we mean the simultaneous and joint cultivation of our intellectual and moral natures. Whenever religion and knowledge, or moral and intellectual improvement, operate by their concurrent agency in the formation of character, the subject of them imbibes virtuous sentiments while his understanding is enlightened and invigorated. Whenever these agents are allied, we hail their beneficent effects, and cheerfully acknowledge their benign influences: we recognize motives to the practice of virtue infinitely higher than mere selfish ones, or those of obedience to human institutions alone; incentives to purity of conduct between man and his neighbour not to be subdued or checked by sudden alternations of feeling; that are secure from fluctuation under all accidents of time, and place. But unluckily, knowledge and virtue do not always march together, nor does the extension of the former necessarily imply the advancement of the latter; a man of uncommon attainments is quite as likely to lead an irregular life as one of more humble pretensions. It will be readily admitted, we presume, that intellectual cultivation has nothing in itself intrinsically, that is capable of touching the heart, or of controlling the passions. To be satisfied that our remarks are predicated on just grounds, we have to look inward upon ourselves and see if in consequence of the possession of secular knowledge we are more willing than formerly to divest ourselves of a goodly portion of our besetting sins, as the inordinate love of power and wealth, whether we would sooner surrender a favorite scheme of personal aggrandizement, than come into collision with an enemy, or run the risk of estranging a friend—it is not then



in the scope of such an education to eradicate from the heart any of the vicious propensities with which it is endowed ; nor does the abundance of its fruits exhibit any chastening effects in the formation of character. The young men of our country have received, what is styled their education, and have learned their profession before they even think of cultivating their moral nature ; and if they then attempt the herculean task, they must bid adieu to many pleasant prejudices and fixed habits of feeling, before the soil is in a state of preparation to receive new seeds.

The diffusion of secular knowledge tends to better the social condition in a degree, by the favourable bias which the judgment gives to the passions ; but much more by the happy direction given to the ever active and all powerful principle of self interest ; which by being diverted into useful channels goes hand in hand with the preservation of civil order, and becomes in a variety of ways a strong motive for obedience to the laws, and adherence to the existing institutions of a wise and paternal government. Under such a government the bad man, if he resolves in his mind the effects of the nefarious schemes he is meditating, will at once perceive that any attempt to disturb the established order of things would in all likelihood be frustrated, and redound to his own discomfiture and disgrace.— But these observations are subject to great and decided limitations and allowances, and are by far from being universal in their application : as regulating the conduct of people of a same state or nation, it is presupposed that the all-pervading principle of self-interest operates under the wise policy of a just and liberal government, administered by authorities that are competent to vindicate the supremacy of the laws of the land ; and in general, if the sacred obligations of justice are scrupulously observed between individuals of the same community, it may be attributed less to the natural uprightness or amelioration of heart, than to a conformity which is indispensably necessary to established usage ; to an unwilling obedience, perhaps, to laws that are rendered speedily and fully effective by a prompt executive ; but even then a cheerful submission is very infrequent, and every day's occurrence has its history of dupes and designing men. When these healthy restraints are removed, as when a people is on the point of forming a new government, or, when a government becomes contemptible in

the eyes of its subjects, and can no longer give force to the execution of its laws, as is the case in the present and past history of some of the South American Republics; where is the barrier to the dictatorial, domineering spirit of ambitious men? In all transactions, on the other hand, between the subjects or governments of different nations, this continuity of interest ceases, these modifying circumstances no longer have existence, the agency of self-interest is perceived to be the reverse of what it was in the former case, its weight is at once thrown into the opposite scale, impartial justice kicks the beam, and mutual good faith as a rule of conduct is almost completely excluded, or entirely vanished from international diplomacy. To recur to examples illustrative of the truth of what we have undertaken to demonstrate, is unnecessary; every page of history is crowded with them.

Are our remarks understood and appreciated, and does the reader grant that we have not dealt in sophistry? If so, the conclusions we arrive at are easily comprehended: they are, that the spirit of the age is in many respects much the same as it was in the proudest days of Imperial Rome: that it fosters the elements of discontent and trouble, and is as truly the harbinger of war as of peace. We are by no means the friend of ignorance; we are the advocates of useful knowledge; but it should be borne in mind that either of these qualities, according to their interpretation, or the direction given to them, may be a blessing or a curse to mankind: it is no less important to attend to the proper force and meaning of the words peace and war: peace is nothing less than peace, no matter how inglorious: no matter if the bone and muscle of a degraded, worthless peasantry are solely employed, amidst their groans and imprecations in furnishing the implements of their own torture to their lordly masters. The realities of war are immediately sensible to all; they are startling and magnified horrors to the timid; no matter how many illusions of opinion they disperse, or how many benefits they bring in their train.

We are now brought to another portion of our subject, and we would take the liberty to inquire if the public mind does not entertain many erroneous views in relation to the public welfare? Is there not an undue jealousy towards those institutions, which the great Washington deemed worthy to be cherished and protected, connected as they are with the prosperity and

quiet of our country; and towards which, she must always turn in times of danger? It is neither statesmanlike nor patriotic, to treat lightly that which is of vital consequence;—of our Army and Navy, as small as they are, our country has required much and expects more; and we have heard enough vapid declamation against the extension of a military spirit,—a virtue which, it is undeniable, is at present at a low ebb in our country, and degraded much below its proper level; but though its state of depreciation is but poorly warranted by its great importance, we thank heaven it is a species of stock which, under no state of the market, can fall below par. We, of the Army, are frequently complimented on its excellent *personnel*; on the military character, as developed under the auspices of the Military Academy; and we are aware that the services have many true and sincere friends, to whom we yield the tribute of our unfeigned gratitude; but is it not matter of deep regret, that the courtesy so pleasing to members of the military profession, is so frequently withheld from us in the Halls of our National Legislature? We say it not in reproach, but in sorrow, that the delicacy of the soldier's feelings is often too rudely assailed there, and we look with confidence for the manifestation of a more just feeling. We neither court praise nor censure, nor do we look for epic poems in these days to commemorate deeds however noble; but we would claim that respect for refined and lofty sentiments, which all nations have uniformly conceded. It is true that a soldier's sense of honour is at all times the sweetener of his gloomy hours; his *vade-mecum* and constant solace under unmerited reproach; the cynosure that beckons him onward, while he despises all obstacles, however difficult and dangerous, between him and the performance of his duty; but the soliloquy of Sir John Falstaff is worth something after all: we are of his opinion that honour cannot set a leg, or an arm, or take away the grief of a wound; but we should be sorry to adopt his conclusions, nor can we say with this doughty hero, "therefore I'll none of it; honour is a mere scutcheon." We still adhere to this much abused word, this precious inheritance of the soldier; and we uphold honour and patriotism as the predominant characteristics that should peculiarly distinguish him: but if he is snatched away by the sword or pestilence, the remembrance of these virtues cannot sustain his widow or orphans, or administer to their bereavement.

We have said that we enumerate among the most important requisites, as of primary importance in the character of an officer, the possession of honour and patriotism. In no class of men do we conceive these virtues to exist so pure and uncontaminated, so unadulterated by foreign admixture of any kind, as among the gentlemen of the services; and the reasons are obvious: they are inseparable from their education, their constant companion; the demoralizing transactions of business, of stock-jobbing speculations, do not draw away their attention from the contemplation of these moral excellences; they are cherished in their secret aspirations after distinction; they are 'their morning song and evening lullaby.' We will explain the precise meaning we attach to these words. By patriotism, we mean that ardent, sincere and devoted attachment to our country, which is deeply founded on the best feelings of the heart; according to our definition, it includes an unshakeable loyalty, or firm adherence to the existing form of government, and of course an invincible devotion to the constitution. When we speak of honour, we mean something which we imagine is but poorly comprehended by many politicians of our day: something which far from being to them a rule of conduct, a lamp to their path, is, we suspect, scarcely conceived by them as an abstraction of the mind. We mean not that honour so called, which ignites and blazes up by contact of every contemptible spark that floats in the atmosphere; not that which is harped upon in political tracts and newspapers; nor that which is bandied about by wrangling hotspurs in country ale-houses; by desperadoes, and fugitives from justice, and by professional duellists. We would wrest the sacred name of honour from such polluted lips; we would rescue it from unmerited reproach; and snatch it from this compulsory association and intimacy with all that is worthless and vile. It is not, then, the miscalled honour that bad men use to disturb the concord and tranquillity of society, that we mean: no! It is as high above this as heaven is above earth. We define honour to be, that active and heaven-born principle, that never dying incentive to goodness, that purifying and ennobling sentiment, which pervades every thought, word and action, while it regulates and controls the passions; which flows in a kindred channel with the domestic virtues, which sustains and fosters them, and runs parallel to the laws of God and our country. This is what we mean when we



talk of honour, and for a specimen of it we proudly refer you to the military man, who is so by education : you may discover its indices in that open manliness and candour, that frank and confiding independence of manner and feeling, that superiority to all trivial meanness, which almost always characterize him.

We hope we have explained ourselves, and we are quite unwilling that those who are incapable of these choice feelings of the officer should construe them and attribute to them a force commensurate with their own narrow and erroneous conceptions. We are afraid that sentence is frequently passed upon the Services by a tribunal that is inadequate to give judgment ; we are conscious of suffering manifest injustice by the comments of those self-constituted judges, who are incapacitated by their habits of thought and action from judging aright in matters of such delicate moment to the reputation of officers. We appeal from all hasty decisions, and deprecate the overweening confidence assumed by many of our fellow citizens in adopting and sustaining opinions which have not correct views for their basis. We stand in need of some commission endowed with more of our own feelings, which shall be worthy to decide in affairs of vital import to us, as members of a profession. We rejoice that the Services have now an appropriate channel by which to commend themselves to public notice. We feel pride and gratification at this time, to contribute our humble mite to the propagation of opinions that are consonant to reason and the laws of the human constitution ; that may be instrumental in curbing the lust and pride of wealth, and in diverting attention from what we consider the appalling and ruthless assaults upon the integrity of our institutions.

Americans are unhappily beset by a false patriotism, that holds in distrust, and would obliterate every semblance of military spirit or knowledge, that exists among us ; and there is nothing of which we are more lamentably deficient, or of which we stand in greater need. Why have not military men been employed in negotiating treaties, involving the question of our boundaries ? and what is the consequence of not employing them ? We have been almost invariably circumvented in all such negotiations, if we except our treaties with the Indians. Look, for example, at our unnatural boundary separating the United States from the Texas. The northern projection was given to Maine to cut off communication between Quebec and

Halifax—it has been surrendered: the Prince of Orange, son of the King of Holland, the presiding officer of his councils, a General in the British Army, under the instructions of the Duke of Wellington, struck it off by a single dash of his pen. This decision is worth to Great Britain a standing army of 10,000 men on that frontier. To our civilians, European monarchies oppose their military men of greatest abilities, who see things with a military eye. Look at the supremely wise policy of Great Britain: she holds on to the most barren rock, if it be a position of strength and command; while Americans, as though the millennium had actually arrived, and its halcyon days of repose and peace were to rest henceforth upon our land, inquire how much corn and potatoes it will produce. Cast your eyes over the habitable globe, and see her strong holds commanding it all, as a bastion does its adjacent curtain. See her expensive military positions on this side of the Atlantic, and our own coast is enfiladed from Bermuda and Halifax, that main pillar of British naval power.

Some eminent writers have taken the ground of late, that a military education involves few and simple principles; that the main operations of war are more dependent upon brute force and physical courage, than upon intellectual and moral energy; and that great conquerors are seldom or never great legislators or statesmen. We are not surprised that such notions may have a temporary sway in the minds of some; we cannot afford time, even were it necessary, to combat positions, which by their very nature are untenable, and carry a triumphant refutation along with them. If such is the case, then history has taught no lessons, and such names as Alexander, Charlemagne, Frederic II., &c, lose their charm. We have not time for the task we had proposed to ourselves, to examine minutely the essentials of the military character; but we would observe, that if to be great, it must be composed of great elements, then does the military character require the union of more exalted qualities than any other. The military man, in order to earn a reputation as such, must have rapidity of conception, and fertility of invention; with the capacity to inspire others with confidence and resolution; he is not, therefore, the buffet of impulses that are wayward and casual—he must be able to take lucid and perspicuous views of all grand objects, as also of their correlative and subordinate circumstances: his very passions therefore

must be prompted by, and concur with, the dictates of his judgment; he must be ever prepared for the prompt execution of the solemn and deliberate determinations of his mind; he must rely with confidence on his own opinions, and practise amidst unremitted and severe trials, the most manly virtues; it is his peculiar prerogative to rise superior to disheartening difficulties, to cherish that magnanimity, fortitude and self-command, that superiority of mind to body that exults in adversity, and meditates great enterprises in defeat; he must possess courage not only to brave danger, suffering and death, but to despise scorn, contempt and ridicule; he must possess that courage which acts with calm composure, and not that which is the result of physical temperament, or which is temporarily elicited by the ebullition of some unruly passion. A thoughtless headlong courage is no atonement for the absence of the milder virtues; to be attractive, it must be united to nobleness and dignity; and where is this alliance so intimate as in the soldier?

After all, it is only the soldier who has received, in the school or in the field, that elevating and ennobling tone of feeling, which invariably accompanies his education, whose mind has been trained and exercised by his severe and important duties; who is capable of appreciating the high calling in which he has embarked. While he is engaged in prosecuting his researches upon the very frontiers of science, with the example of the heroes of ancient and modern times before him, collating and contrasting their systems, as modified by the prodigious changes which the kind and efficiency of arms and munitions, the character of the combatants, and the numerous accidents of time and situation have introduced into the art of war: while he regards man as a machine to be put in motion by his will, and animated by his mind, and considers that both the physical and moral force of thousands are subject to his controul: while he perceives and feels the powers he can awaken by a few evolutions in a mass of matter almost inert, he is ready to believe that the science of war is one of the most complicated and important that exists.

Before closing this paper, we have one word to say on the want of activity and enterprise incident to a state of peace, which is extremely prevalent among our brother officers of the Army; we owe no apology for saying that these times require something of their talents; that the interest and well-being of the service demand

imperiously the ardent and steady cooperation of those abilities that are slumbering in listless inactivity. We deplore this stoical indifference, this almost cynical temper ; disguise it as we may, we are fettered by an ignoble bondage, enveloped in a deleterious atmosphere, which begets sluggish inertness and apathy ; where we are liable to contract notions that emasculate the mind, and subject it to perpetual thralldom, that engender and harbour erroneous perceptions of right and wrong, by forsaking the dictates of wisdom and the results of experience. Shroud ourselves as we may in our fancied independence, we are nevertheless endowed with time and talents, for which we are accountable to posterity, and to the contemporary spirit of industry.

J. L. L.

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FROM THE BALTIMORE REPUBLICAN, OF DEC. 21, 1832.

### COQUILLE

Is the name of a beautiful little Island in the midst of Lake Ponchartrain, Louisiana. Its history is exceedingly interesting. Long before the white men dreamed of North America, this little spot was very densely tenanted. Here the aborigines would assemble from surrounding districts, on setting out for war, and on business of legislation. Flint arrow heads, amulets, beads, &c. in various stages of workmanship, are strewn all over the Island, and a mound has been recently removed from its centre, which contained the semi-recumbent skeletons of the distinguished of many tribes. Few of the descendants of these men are abroad at the present day. Their names (Natchez, Appalachies, Tensas, Alabamas, Pascagoulas, Chetimachies, Biloxes, Tunicas and Carancoahs) are scarcely known to us.

In 1698, the Island was taken possession of in the name of the French King, by M. Le Compte de Lugne ; and in the subsequent broils with the Spanish settlers, served as the arena of many sanguinary collisions. By some *ruse*, of which history details no particulars, the Island became the property of the Spanish King, who erected on it extensive fortifications. It again passed into the hands of the Great Nation—from whom it was obtained by the Americans in the Jeffersonian transfer, and is now a beautiful military post, named in honor of the hero of York, (the lamented Pike.) It is remarkable for unvarying salubrity, the number and excellence of its fish and fowl, and in particular for a beautiful species of *shell*, with which its surface abounds, and from which it derives its unobtrusive appellation.



Exposed to the peltings of every storm, *Coquille* is evidently obeying the great law. Every gale leaves indications of the little Island's vulnerability. Within a very few years, large portions of His Catholic Majesty's ramparts have been most unloyally abstracted by the waters, and at low tide exhibit their "pearl decked" summits in very rebellious relief. How far the exertions of its present gallant occupants, may retard the advance of their aqueous assailant, it is impossible to determine; but the probability is strong, that before another half century, 'the Island of Shells' will form a portion of the bed of the Gulf of Mexico.

The following lines on this subject, are from the pen of Dr. L. O'Brien, United States Army, and have been arranged to the well known air '*the Light House*.' They were originally published in the Louisiana Advertiser, over the signature of 'Kasse.'

#### OUR ISLAND OF SHELLS.

We may gaze on the face of creation intently,  
And smile on her features of mountains and dells,  
But there is not in her nature, a trait which so gently  
Exhibits her worth, like 'our island of shells.'

Encircled by waters, whose ripples the Peris  
Mid the sun-beams of fancy weave in limpid cells,  
Above her, the cloud-courting swarms, which in series,  
Shake their spray 'lumined wings o'er 'our island of shells.'

COQUILLE! the fringed surf which for ages has laved thee,  
And caressed thee through time, in its pearl-bedecked swells,  
Ambitious to woo thee, now rushes to save thee,  
And press to its bosom 'our island of shells.'

'Tis thus with the world! the brightest and rarest,  
Must yield to the fate which in youth it repels,  
The arm of the brave, and the tear of the fairest,  
Fall pitiless, like 'our own island of shells.'

COQUILLE! if the prayers of the free and the daring,  
Could avert the o'erwhelming that time fast propels,  
Thy rampart-bound margins, the flag they are bearing,  
Would long consecrate 'our own island of shells.'

But alas! all thy beauty, thy strength, and thy glory,  
Are marked for destruction in destiny's cells,  
The tears of our sons will bedew the sad story,  
Of the fate that befel 'our own island of shells'

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*From the New York Journal of Commerce, Dec. 19, 1832.*

### THE NAVY.

From the documents accompanying the Report of the Secretary of the Navy, we have compiled the annexed statement, showing the present condition of this right arm of our national defence.

#### SHIPS OF THE LINE.

<i>Name and Rate.</i>	<i>Where and when built.</i>	<i>Where Employed.</i>
Columbus	74 Washington 1819	In ordinary at Boston.
Independence	74 Boston 1814	Ditto ditto
Ohio	74 New York 1820	Ditto New York.
Washington	74 Portsmouth 1814	Ditto ditto
Franklin	74 Philadelphia 1815	Ditto ditto
North Carolina	74 Philadelphia 1820	Ditto Norfolk.
Delaware	74 Norfolk 1820	Fitting for sea ditto
Alabama	74 Portsmouth	On the Stocks.
Vermont	74 Boston	Ditto ditto
Virginia	74 Boston	Ditto ditto
Pennsylvania	74 Philadelphia	Ditto ditto
New York	74 Norfolk	Ditto ditto

#### FRIGATES OF THE FIRST CLASS.

United States	44 Philadelphia 1797	In the Mediterranean.
Brandywine	44 Washington 1825	Ditto ditto
Potomac	44 Washington 1821	In the Pacific.
Constitution	44 Boston 1797	In ordinary at Boston.
Hudson	44 Purchased 1826	Ditto New York.
Java	44 Baltimore 1814	Ditto Norfolk.
Guerriere	44 Philadelphia 1814	Ditto ditto
Santee	44 Portsmouth	On the Stocks.
Cumberland	44 Boston	Ditto ditto
Sabine	44 New York	Ditto ditto
Savannah	44 New York	Ditto ditto
Raritan	44 Philadelphia	Ditto ditto
Columbia	44 Washington	Ditto ditto
St. Lawrence	44 Norfolk	Ditto ditto

#### FRIGATES OF THE SECOND CLASS.

Constellation	36 Baltimore 1797	In the Mediterranean.
Congress	36 Portsmouth 1799	In ordinary at Norfolk.
Macedonian	36 Captured 1812	Rebuilding ditto

#### SLOOPS OF WAR.

John Adams	24 Charleston 1799	In the Mediterranean.
Cyane	24 Captured 1815	In ordinary at Philadel.
Concord	18 Portsmouth 1828	In the Mediterranean.
Boston	18 Boston 1825	Ditto ditto
Vandalia	18 Philadelphia 1828	In the West Indies.
St. Louis	18 Washington 1828	Ditto ditto
Falmouth	18 Boston 1827	In the Pacific.
Warren	18 Boston 1826	Coast of Brazil.
Peacock	18 New York 1813	Ditto ditto
Lexington	18 New York 1825	Ditto ditto
Erie	18 Baltimore 1813	In ordinary at Boston.
Natchez	18 Norfolk 1827	Ditto Norfolk.
Fairfield	18 New York 1828	Ditto ditto
Ontario	18 Baltimore 1813	Ditto ditto
Vincennes	18 New York 1826	Ditto ditto

## SCHOONERS OF WAR.

Porpoise	12 Portsmouth	1820 In the West Indies.
Grampus	12 Washington	1821 Ditto ditto
Shark	12 Washington	1821 Ditto ditto
Enterprise	12 New York	1831 Coast of Brazil.
Boxer	12 Boston	1831 Ditto ditto
Dolphin	12 Philadelphia	1821 In the Pacific.
Experiment	12 Washington	1832 Norfolk.

## RECAPITULATION.

Ships of the Line,	- - - - -	12 x 74	888
Frigates of the First Class,	- - - - -	14 x 44	616
Frigates of the Second Class,	- - - - -	3 x 36	108
Sloops of 24 guns,	- - - - -	2 x 24	48
Sloops of 18 guns,	- - - - -	13 x 18	134
Schooners,	- - - - -	7 x 12	84
Total number of Ships,	- - - - -	51 Guns	1978

The ships on the stocks, with the exception of the *Pennsylvania* and *Savannah*, could all be got ready for launching in ninety days, and some of them in sixty. The *Savannah* would require 120 days, and the *Pennsylvania* six months. The ships in ordinary are in various states of preservation, but most of them would require extensive repairs, before being ready for sea.

In addition to the force embraced in the preceding list, the frames and promiscuous live oak timber for four ships of the line, seven frigates, four sloops of war, and three steam vessels, are on hand; viz. at Boston, two ships of the line, two frigates, and one sloop of war; at New York, one frigate; at Philadelphia, two frigates and one sloop of war; at Norfolk, two ships of the line, one frigate, and one sloop of war; at Washington, one frigate and one sloop of war. Where the frames of the steam-vessels are in deposit, we do not find it stated. Contracts have further been made for the frames, &c. of three frigates and three sloops of war. If we include in the estimate of our naval force, the ships for which the timber is already furnished or contracted for, the account will stand thus:

	74's.	Frigates.	Sloops	Schrs.	Steam vessels.
In commission,	0	4	9	7	0
In ordinary	7	6	6	0	0
On the stocks	5	7	0	0	0
Frames on hand	4	7	4	0	3
Frames contracted for		3	3	0	0
Total,	16	27	22	7	3

Besides the frames above mentioned, and the timber properly belonging to them, there are on hand at the different Navy-yards, under the appropriations for repairs, and for other purposes, 75,120 cubic feet of live oak, 339,716 cubic feet of white oak, 1,427,907 feet of plank, 7,770 knees, 421,045 cubic feet of yellow pine, 788,468 superficial feet of yellow pine, 11,693 superficial feet of white pine, and 48,040 cubic feet of various knees.

There are also on hand, 1,548 tons of iron, 652 tons of lead, 114 tons of copper, 335 anchors not in use, and 27 chain cables not in use.

There are also on hand, exclusive of what is on board of vessels in commission, 2,232 cannon and carronades, 228,908 round and double-headed cannon balls, 23,324 grape and cannister, 540 tons loose grape and cannister, 35,600 lbs. powder, 198,382 lbs. sulphur, 396,994 lbs. nitre, 3,504 muskets, 5,703 pistols, and 5,248 cutlasses.

The *value* of the stores on hand, at the different Navy-yards on the 1st of October last, was as follows :

Portsmouth, (N. H.)	\$ 348,979 49
Boston,	1,122,617 79
New York,	1,494,143 08
Philadelphia,	471,646 81
Washington,	907,273 37
Norfolk,	1,057,987 83
Pensacola,	167,269 55
<b>Total,</b>	<b>\$ 5,569,917 92</b>

The estimated expenses of the Navy during the year 1833 are \$3,176,-766 87. In this calculation, provision is made for holding in commission 1 ship of the line, 3 frigates of the 1st class, and 1 frigate of the 2nd class, 11 sloops, and 7 schooners, with an aggregate of 5,025 officers and men, viz. for the ship of the line 835 men, first class frigates 454 men each, second class 368, sloops 188, schooners 56.

The deaths among the officers of the Navy, as far as ascertained, since the 1st of December, 1831, are as follows, viz. 3 Captains, (George W. Rodgers, C. C. B. Thompson, and James T. Leonard), 6 Lieutenants, 1 Surgeon, 1 Assistant Surgeon, 2 Pursers, 1 Passed Midshipman, 9 Midshipmen, 3 Boatswains, 2 Gunners, and 1 Marine Officer. The dismissals—2 Lieutenants, 1 Assistant Surgeon, 1 Passed Midshipman, 6 Midshipmen, 1 Boatswain, and 2 Marine Officers. The resignations—2 Pursers, 3 Passed Midshipmen, 18 Midshipmen, 2 Sail-makers, and 1 Marine Officer.

#### OFFICERS OF THE NAVY, JANUARY, 1833.

	<i>No. in service.</i>	<i>Pay per annum.</i>	<i>Rations per day.</i>
Post Captains . . .	37	\$ 1,200	8
Masters Commandant . . .	41	720	5
Lieutenants . . .	259	600	4
Surgeons . . .	44	} various	
Assistant Surgeons . . .	45		
Pursers . . .	43	480	2
Chaplains . . .	9	480	2
Passed Midshipmen . . .	94	300	2
Midshipmen . . .	356	228	1
Sailing Masters . . .	31	480	2
Boatswains . . .	16	240	2
Gunners . . .	19	240	2
Carpenters . . .	15	240	2
Sail Makers . . .	13	240	2

#### MARINE CORPS.

	<i>No. in service.</i>	<i>Pay per annum.</i>	<i>Rations per day.</i>
Lieut. Col. Commandant . . .	1	900	6
Captains . . .	9	480	3
First Lieutenants . . .	24	360	3
Second Lieutenants . . .	16	300	2



The following interesting paper was read before the Newport Associate Society at a late regular meeting. In availing ourselves of the kind permission of the author to lay it before our readers, we will only remark, that from his excellent opportunities for correct information, the historical accuracy of the account may be safely relied upon.

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### THE BATTLE OF SACKETT'S HARBOR.

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The battle of Sackett's Harbor, fought on the 29th of May, 1813, does not appear to have attracted the notice of the public, to a degree proportioned to the abilities displayed on that occasion by the American leaders, or the valor exhibited by the regular troops under their command. It was in this battle that General Brown first evinced those eminent qualities, which enabled him on other and more celebrated fields, with so much glory to himself, to vindicate his country's honor;—and though the defence of Sackett's Harbor had no immediate influence on the succeeding events of the war, the record of that achievement deserves a high place in the annals of our country, as a brilliant illustration of the bravery and military talent capable of being exerted by American citizens.

During the spring of 1813, the important post of Sackett's Harbor was left in a very weak and ill-defended state, in consequence of the removal of almost all its garrison to co-operate in the attack on Fort George. The enemy at Kingston was not ignorant of its exposed situation, and the idea very naturally occurred to him to seize the opportunity thus presented of striking a blow, which might be productive of important results in his favor. The British were besides more strongly tempted to attack Sackett's Harbor on account of its being our principal military depot on the lakes, and the place where all the property captured at York was stored. We had also a vessel of war then on the stocks, called the *PIKE*, to have destroyed which, with the naval stores and armament that had been collected with great labor and expense, would have given to the British the supremacy on Lake Ontario, and a decided advantage throughout the subsequent campaign. The whole force left to guard so important a position, consisted of a part of a regiment of Dragoons in number about 200 men, under the command of Col. Backus, a detachment of 40 or 50 Artillerists under Lt. Ketcham, and another of 70 or 80 Infantry, consisting principally of invalids, recruits, and fractions of companies, which had been left when the main body of troops were transported to Fort George. These, in

the event of an attack, might be assisted by such of the militia of the neighboring country as could be called in at a moment's warning.

At the period of which we are speaking, Gen. Brown had been for some time residing on his farm at Brownville, seven miles distant from Sackett's Harbor, having finished the six months term of service for which the militia of his district had been called into the field at the commencement of the war.— When Commodore Chauncey came down the lake a short time previous, with orders to transport to Fort Niagara all the troops in Sackett's Harbor except the few just enumerated, he brought a letter from Gen. Dearborn to Gen. Brown, requesting him to assume the command at the latter place, and make what provision he could for its defence. Gen. Brown delayed his compliance with this request, from a sense of delicacy towards Col. Backus, for whom he entertained a high regard, and whom he did not wish prematurely to supercede; he accordingly waited until some positive intelligence should be received of the enemy's intentions. Every precaution was however adopted in the mean while, which the circumstances of the case seemed to require, the grounds about the Harbor were accurately examined, the most probable point of attack designated, and the plan of defence digested; measures were also taken for calling out the neighboring militia at the shortest warning, and the troops were kept diligently employed in felling trees, and otherwise obstructing all the avenues of approach of which an enemy could possibly avail himself. In making all these arrangements, Col. Backus acted in conjunction with Gen. Brown, who frequently visited the Harbor to consult as to the measures most proper to be adopted in the emergency. It was understood between them, that the moment the enemy indicated his intention to attack, the General should assume the command in person.

The schooner "Lady of the Lake," which had been for some time cruising in the vicinity of Kingston, to observe the enemy's motions, came into Sackett's Harbor on the evening of the 27th of May, and reported that he had put to sea in great force, having strengthened his fleet by the addition of the WOLF, a new vessel of 24 guns, at that time one of the largest on the Lake. This intelligence was promptly communicated by Col. Backus to Gen. Brown, who after having dispatched his expresses in every direction for assembling the militia, proceeded immediately to Sackett's Harbor, where he arrived before day on the 28th. He directed alarm guns to be fired, and dispatched dragoons in every direction, to hasten the approach of succors. The militia from the country soon began to make their appearance, and during the whole day they continued to assemble in considerable numbers. As fast as

they arrived, they were armed and sent to Horse Island, the point where the enemy was expected to land. The enemy's fleet appeared in sight early in the day, but he employed himself for some time in endeavoring to cut off an American force that was approaching from the westward. This was part of a regiment of infantry, under Col. Aspinwall, who was on his way from Oswego to Sackett's Harbor by water, and who in rounding Six-Town Point very unexpectedly found himself in the vicinity of the English fleet. The enemy immediately pursued him, and succeeded in capturing part of his force, the remainder escaped to the shore where they landed, and prosecuted their march towards their place of destination, which they reached at about nine in the evening.

In the course of the 28th, about 600 militia men had assembled, fresh from their homes, entirely without discipline, and almost without organization. These, with about 300 effective Regulars, besides the remnant of Col. Aspinwall's command, (about 100 more,) who were greatly fatigued with their day's march, constituted the whole disposable force with which the defence was to be conducted. By night all the arrangements for the reception of the enemy were completed, and Gen. Brown took his post at Horse Island. The American Commander perfectly understood the ground upon which he was to act, and he did not fail to perceive, and make his dispositions to profit by the advantages that offered themselves to the defending party.

Sackett's Harbor lies on the South side of Black River Bay, which is at that point about a mile and a half wide, the general direction of the coast in the immediate vicinity of the town, being a little North of East, and South of West. The entrance to the Harbor was defended on the East side by Fort Volunteer, and on the West by Fort Tompkins. These rendered it difficult for an enemy to land directly at the town, and made it necessary that the troops destined for the attack, should be put ashore to the Eastward or Westward of the village, out of the reach of their guns. Many reasons existed why the East side of the town should not be chosen by the enemy for his landing. His vessels or boats to have reached that quarter, would have been obliged to pass before the Forts at the mouth of the Harbor, and consequently exposed to their fire. In case of a reverse, likewise, he might have been harassed or cut off in his retreat; and besides, by landing on the East side of the town, the assailants would have found themselves too far removed from the store-houses and the Navy-Yard,—the main objects of their expedition. Gen. Brown accordingly contented himself with posting in Fort Volunteer, the Infantry who had been left under Col. Backus' command, to guard against surprise from the East, reserving his princi-

pal strength to oppose the enemy on the opposite side of the Harbor. About one and a half miles Westward of the town, is Horse Island, lying but a short distance from the main shore, and separated from it only by a narrow channel, which is at all times very shallow, and was at this period quite dry. Opposite the end of the Island towards Sackett's Harbor, there was a cleared field of about four acres, the front of which afforded a fine landing place for boats. This *clearing* was surrounded on all sides except towards the Bay, by thick woods, which covered the whole ground between it and Sackett's Harbor. The passage through these woods had been as much obstructed as possible, by felling trees in every direction, some days before the battle. An enemy might either land on the outside of Horse Island and march across the isthmus which connected it with the main, or he might round the head of the Island in his boats, and land in front of the clearing, which afforded him sufficient ground for deploying, before he should proceed towards the town. Gen. Brown was aware that by means of spies, the enemy had well acquainted himself with the ground about Sackett's Harbor, and it could not be supposed that he would overlook the advantages which this spot offered for a descent. Here, therefore, the General made his arrangements for the principal defence, and with the facilities which the site afforded, he was not without hopes, even with the insufficient force he commanded, of rendering the enemy's attempt completely abortive. The ground along the front of the four acre clearing was very low, but just at the edge of the water, a bank of gravel, like a breast work, had been thrown up by the action of the waves, to a height sufficient to protect men lying behind it from the fire of an enemy's fleet. In clearing the field, there had been left along this bank a line of small trees and bushes, extending for a small distance to the rear also, as the soil was not suitable for cultivation. Here the General posted about 400 militia men, and a six pounder, under Col. Mills, with orders to lie close when the enemy should appear, and reserve their fire until he had approached within pistol shot. The remainder of the militia, under Col. Tuttle, were posted just within the woods on the Western side of the clearing. Col. Backus, with his 200 dragoons, dismounted, were stationed between the clearing and Sackett's Harbor, on the skirts of the woods towards the village, with orders to advance through the woods towards Horse Island, the moment it was known that the enemy had landed. Col. Aspinwall and his troops, took post on Backus' left, with instructions to co-operate with him. The Artillerists, under Lt. Ketcham, were stationed in Fort Tompkins, with no other armament than a 32 pounder, mounted on a pivot, with which, however, they could reach Horse Island, and might seriously annoy the



enemy on his approach. Orders were given to the troops posted behind the bank on the shores of the Bay, that in the event of their being driven from their station, they should fall back to the skirts of the woods immediately in their rear,—there re-form, and throw themselves on the enemy's right flank, as he advanced towards the town. Col. Tuttle and his men were directed, in the same event, to issue from the woods where they were posted, fall upon the enemy's rear—and destroy his boats; and as the regular troops would at the same time oppose him in front, his destruction, if all did their duty, was looked upon as inevitable.

The night was taken up in completing these arrangements and in explaining them to the officers and men;—as far as professions could be relied upon, all understood what was expected of them, and were anxious to meet the enemy.

At early dawn on the 29th, the American General being on horseback at the Western end of Horse Island, anxiously looking round the Bay for some signs of the enemy, to his great joy perceived them approaching in their boats near Snake Island, which lies at some distance to the West of the place where he stood. He immediately sent information of the fact to Col. Backus and to the militia, and having repeated the caution not to fire too soon, waited in silence for the enemy's approach. He came on in excellent order in thirty-three boats, and as he rounded Horse Island, the 32 pounder from Fort Tompkins, opened upon him with considerable effect. As he neared the shore, the militia from behind the embankment gave him a well directed volley, which being poured upon the masses of troops clustered together in the boats, was not without its effect. The fire however was briskly returned from the enemy's muskets, and one or two small cannon loaded with grape shot, and he continued rapidly to approach the beach. Col. Mills, who was standing up behind his men, was shot dead at the first discharge, but of the rank and file scarcely a man was touched; the sound of the enemy's bullets however, whistling through the bushes over their heads, seemed to strike the whole line of militia with an inexpressible panic, and before they had time to give a second fire, they rose from their cover and fled with the utmost precipitation. This sudden and disgraceful retreat, was a most unexpected event to Gen. Brown, who had anticipated that the militia would at least have remained firm until the enemy had landed, and thus have had time for two or three discharges. The movement however was so sudden, that before he could well ascertain the extent of the panic, he found himself standing completely alone, not a man being left within several rods of him. Indignant at this shameful conduct, he followed the fugitives, and endeavored by every personal

effort to rally them. All his endeavors, however, were unavailing! Forgetful of every promise, and heedless of the order they had received to rally in the woods in case they were driven from the shore, they continued to retreat until quite out of reach of the enemy's shot. A few were taken prisoners in the woods by a small party of Indians, who had landed the night before; some abandoned the neighborhood and were not heard of again during the day, while the greater number were not arrested in their flight, until they had proceeded two or three miles on the road leading to Adams. The men who were posted under Col. Tuttle, on the Western side of the clearing, partook of the panic, and broke in the same disgraceful manner, though they had not been at all exposed to the enemy's fire. This last event completed Gen. Brown's vexation; his whole plan had failed through the cowardice of those to whom the execution of it was entrusted, and from having been originally almost sanguine as to the result, he for a moment, feared that all was lost. Capt. McNitt, however, assisted by Lt. Mayo, had succeeded in rallying about 100 men, who at the time the General first saw them had gained a position, sheltered by some fallen trees, from which they were seriously annoying the right flank of the enemy, who by this time had landed and was directing his march towards the town. Col. Backus also had advanced agreeably to the concerted plan, and having met the enemy almost at the landing place, was gallantly disputing with him every inch of ground. The sight of these favorable indications revived Gen. Brown's hopes; he remained a short time with Capt. McNitt's company, animating the men with his countenance and example, and then proceeded towards Backus' command, to observe the situation of things in that quarter. He found the Colonel's troops behaving most nobly in the face of a veteran enemy, of three times their number, but in spite of all their efforts, they were obliged gradually to give ground through the woods towards Sackett's Harbor. At this time, the American General was greatly surprised at the appearance of smoke issuing in volumes from the store houses, which contained all the spoils of York. Not knowing how to account for a conflagration in that quarter at this particular period, and fearing it might be the work of the enemy, he repaired immediately to the spot to ascertain the cause of so disastrous an occurrence. He found that in the universal panic which was every where spread upon the landing of the British, a report had reached Lt. Chauncey of the Navy, that all was lost, and upon the faith of this intelligence, he had given orders to fire the train which had been prepared previous to the action, to be used only in the most desperate issue of our affairs. Greatly relieved upon learning that the fire had not been caused by the

hand of the enemy, Gen. Brown went for a moment into Fort Tompkins, to observe how the party there were behaving.—He found Lt. Ketcham and his men conducting themselves bravely, but was informed that the heat from the burning storehouses was so great, that they would not much longer be able to maintain their position. After directing them to do all that was in their power, the General returned in haste to Backus' command, to explain to them the cause of the conflagration, and re-assure their confidence, which he knew would naturally be shaken by the apprehension that an enemy was operating in their rear. Very soon after this, Col. Backus received his mortal wound; Gen. Brown was standing near him when he fell, and spoke to him before he was carried from the field. The Colonel was perfectly composed and calm, and seemed only to regret that he could no longer render any service to his country. His brave troops had now for a long time borne almost the whole brunt of the battle. They had suffered dreadfully from the fire of the enemy, and had been at last compelled to retreat from the cover of the woods into the open space next the town. Here they had thrown themselves into some unfinished log barracks, and continued from thence to annoy the enemy, who made many desperate and gallant attempts to dislodge them, but without avail. Gen. Brown was determined to make one great and final effort in favor of these devoted men, who would not, he foresaw, be able much longer to make head against the great odds opposed to them, unless they should be assisted by a reinforcement or a diversion in their favor.

In order to arrest the flight of such of the fugitive militia as were still within a short distance of the field of battle, he sent out by all the roads leading from the Harbor, mounted dragoons, with orders to proclaim *Victory!* Those who had not been willing to fight when their services were really needed, might nevertheless be ready enough to return to the scene of action, when, as they supposed, all danger was over. Accordingly many came back and joined those who had not quitted the village, amounting in all to about 300 men. They had assembled without the least order, in the Eastern part of the town, about a mile and a half from where the battle was still raging. Many of them were drinking and carousing, and none manifested any intention of going to the relief of their suffering comrades. Gen. Brown rode amongst them highly incensed at this shameful behavior, and upbraided them severely for their cowardly conduct! His passions were highly excited, and such was the cutting severity of his rebuke, that many, even in that crowd of recreants, conscience stricken and penitent, begged to be led once more against the enemy, that they might have an opportunity of retrieving their charac-



ters. By means of promises, threats, and even, in some cases, of actual violence, the General succeeded in bringing these men into order, and from the sensibility to shame which many had manifested, he now felt assured that they might be relied upon in the face of the enemy. They were accordingly put in motion, with orders to march by the skirts of the woods, in sight of the enemy, and threaten to turn his right flank and cut him off from his boats. This movement decided the fate of the day. The British almost worn out by the obstinate resistance of the troops in their front, and finding their rear thus menaced, saw the necessity of finally desisting from their attempt, and securing their retreat. In their last charge they had lost a brave officer, Ass't. Adj. Gen. Gray, who fell while gallantly leading an attack on the log houses. The enemy at first retired slowly and in good order, but they very soon broke and fled with precipitation to their boats, where they embarked before the Americans could arrive to prevent them, leaving a part of their dead and wounded on the field. Shortly before the British retreated, Sir George Prevost and Sir James Yeo were seen on shore with their Staff, in the rear of the left of their line.

Thus by his energy and skilful Generalship, the American commander was enabled to save Sackett's Harbor from the enemy, even after his original plans for its defence had entirely failed. The loss on both sides in this action was very severe. The British acknowledge 150 men killed and wounded, but the number must have been much greater: 25 English privates were found dead on the field; 2 captains and 20 privates were found wounded, and including the wounded, 2 captains, 1 ensign, and 32 privates were taken prisoners.—Between 1000 and 1200 of the enemy's troops were landed, who remained on shore, according to the British account, about 3 hours. On the American side there were 154 killed, wounded and missing. Among the killed was Col. Mills of the militia, who died early in the action; the gallant Backus was mortally wounded. The loss on the side of the Americans, was principally sustained by the Dragoons, full one-third of whom were either killed or wounded. Though these troops had never before met an enemy, they behaved with a degree of intrepidity which could not have been exceeded by veteran troops, and the commanding General, though he afterwards saw much hard fighting, has been repeatedly heard to declare, that on no occasion did he ever witness a greater display of heroism than they exhibited. During the action, the enemy's fleet got under way and stood towards the Harbor, but they could not safely approach very near, as the wind was light, and in a direction unfavorable to them. The fleet during the engagement, partially co-operated with the land force,



but their fire did not produce much effect. Very soon after the action, the enemy sent ashore a flag of truce, with a request that the surgeon who accompanied it, might be permitted to attend upon their wounded, which request was granted. Had not Lieut. Chauncey, acting upon false information, unfortunately ordered the store-houses to be destroyed, whereby property was lost to the amount of \$500,000,—the success on our part would have been complete. Capt. McNitt and his volunteers behaved gallantly, as did Lt. Ketcham and those under his command; the other regular troops also did much hard fighting. The good conduct of Maj. Swan, who acted as Adjutant General, is particularly noticed in one of the official accounts of this action. Though the main body of the militia men shamefully fled at the beginning of the day, they at last undoubtedly turned the scale in our favor, by the demonstration they made of seizing the enemy's boats.

Late in the afternoon of the 29th, Col. Tuttle arrived at Sackett's Harbor, with about 450 Regulars. He had heard of the attack, and had pushed on by a forced march, but could not arrive in time to participate in the defence. A few days after the battle, Commodore Chauncey came down the Lake with news of the capture of Fort George on the 27th, and Gen. Brown returned to Brownville.

Col. Backus survived eight days; he retained full possession of his faculties to the last, and his friends for a long time flattered themselves with hopes of his recovery, but mortification had taken place internally, and he died without a groan.

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FROM THE UNITED SERVICE JOURNAL.

## RECOLLECTIONS OF A SEA LIFE

*By a Midshipman of the Last Century.*

At this time, too, we lost one of our primest men, the gunner's mate, who had saved the ship in the North Sea, by discovering that the gun-tackles had been cut. In the morning, about eight o'clock, we had spread the awnings, and prepared, as well as we could, for another burning day, when he was performing some trifling work outside of the hull of the ship, and, slipping his hold, fell overboard. He swam well, and endeavored to catch hold of the ship as she glided past him, and of ropes that were thrown to him; but nobody seemed to be aware of the rate at which we were going, for although it was perfectly calm on deck, the lofty sails were filled with a light air of wind which was right aft, and we were sliding along at the rate of about three knots. It was not until he was astern

that the helm was put down, and an endeavor made to clear the boat; but, in the boisterous weather we had been accustomed to encounter, the quarter-boats had been lashed and secured as if it were intended that they never should be lowered again. By the time she was ready for lowering, the man was a full cable's length on the weather-beam of the ship, which had been hove-to. He was still swimming, with his head well above water, and until now had been silent; but at this time he gave a piercing scream of despair, and we saw him no more. It was said that a shark must have seized him, as he disappeared so suddenly; but it is more probable that he had been taken with cramp, or his power of swimming had been exhausted; for, although, when the boat arrived on the spot, too late to see any thing of him, the people in her picked up his hat, they saw no traces of blood in the water, and had a shark taken him, the water would, probably, have been stained with it.—In the only instance of this kind I ever witnessed, the water was covered with blood to a great extent. The loss of this poor man seemed to throw a gloom over us all: he was one of the best men in the ship; and although we had had some hair-breadth escapes, and broken up an enemy's squadron, he was the first man we had lost since we left England. The manner of his death, too, in a fine calm morning—illustrating the poet's conception of danger which "frowns in the storm, but in the sunshine strikes"—increased the feeling for him: at least, I know that I did not get his last and only scream out of my head for a long time. The converse of the poet's conception of danger, namely, its only frowning in the storm, every man who has been accustomed to brave it becomes familiar with; as also with the fact, that it looks much more formidable at a distance than when fairly encountered.

Long after the incident I have just related, I lent a hand to save the life of a man on whom the danger seemed to frown much more than on our poor friend, the gunner's mate. We were coming across the Atlantic in a 74 alone; it had been blowing a gale all night from the N. W. We were under a reefed foresail and close-reefed maintopsail, top-gallant yards on deck, and top-gallant masts struck. During the morning watch, the gale increased so much that it was thought right to send the top-gallant masts on deck. I was first lieutenant of the ship, and at seven bells (half-past seven) I took charge of the ship, and permitted the officer of the watch to go below to perform his toilet, and prepare for breakfast. When the masts were sent down, one of the fore-castle men, who had gone into the lee fore-chains, to gather in the slack of the top-gallant backstays, was washed out by a violent lurch of the ship; and the "flying cords," torn from his grasp by the weather-roll, left him at the mercy of the "tumbling billows of the deep."

He swam well, however, and buffeted them with lusty sinews. The mainhatch-way-gratings happened to have been got up on the poop, for the purpose of stowing the hammocks upon them, which could not be kept in their accustomed place by reason of the roughness of the sea. On the impulse of the moment, one of those gratings was thrown overboard to the man,—“Down with the helm!”—“Man the foreclew-garnets!”—“Clear away the lee-quarter boat!” were orders soon given; and while the fore-sail was hauling up, and the boat being cleared away, I jumped into the chain, to ask the Captain whether she should be lowered.

There are times in the open ocean when the attempt to despatch a boat from the ship would be attended with instant and certain death to all who should be sent in her. Short of this, there are times also when the prospect of such a result may make the question of, whether a boat shall be despatched, one of anxious consideration for the officer who is to give the answer; particularly if he himself is not to partake of the risk.—Our Captain was placed in this situation; when, looking from the cabin windows, he saw the man reach the grating, and secure his floating by a good hold of it. This determined him. He answered, “Yes.” When I got on deck again, the boat was ready for lowering; but as yet, there was nobody in her. In ordinary cases a four-oared boat would have been despatched from a seventy-four with a midshipman or some other officer of less consideration than a first lieutenant; who, indeed, is never sent on business detached from the ship, except it be to attack an enemy. Here there was no time to be lost, and I felt that the onus rested on me to order men into the boat, or to show them the example by going myself. The last was the shortest mode, and the “come along” which accompanied my spring out of the mizen rigging, was answered by men crowding to follow. We did not want a crowd; and when the first four had got in, I ordered the rest back, and directed the men at the tackles to lower away.

The boat was a small one of four oars, built of very light wood, and had taken the place of a large heavy one, which had been damaged; so that the tackles were too large for her;—and her weight was hardly sufficient to draw the ropes through their pulleys. The stern tackle was lowered more freely than the other; and the more the stern of the boat went down, the more the rope of the foremast tackle was jammed in the pulleys by lying obliquely to their direction, so that it stuck fast. The roaring of the wind and sea made the orders given from the outside of the ship, not easily heard; and our calling out to “hold fast the stern-tackle,” was not attended to until the stern of the boat came bang down upon the sea with every lee-lurch, while her bow was still suspended by the foremost tackle,



which could not be unhooked; and again, with the weather-roll, we took a flying leap into the air, of twenty or thirty feet. We were retained in the performance of these involuntary vaultings until they had been several times repeated. I had hung the rudder, and held by the after tackle in order to be in readiness to unhook it and throw it clear of the boat; but when it slackened, by her stern coming on the water, I luckily had presence of mind enough, before I did so, to look forward, in order to see if the fore tackle was ready to be unhooked at the same time; and as the boat was hung by it, to hold fast. Had I suffered the after tackle to be unhooked, we should have been swung into the air by the one tackle alone, and coming down with the lee-lurch right on end, we should have been dashed, not on the water, but into it. The remedy was at length perceived: a man was sent out on the davit to overhaul the foremost tackle; we unhooked, and got clear of the ship.

We had nothing now but fair play, and a rough sea to encounter. To pull to windward was the least dangerous part of our task; and we rose over the precipitous waves that met us like a sea-gull. When we had worked at this for about a quarter of an hour, we began to fear that our labour was in vain. We had as yet seen nothing of the man; and we now supposed that we must have passed over the place where he had fallen, and that he had gone down. The men looked wistfully at the ship, which was driving fast to leeward. "Let us give way, and try to find the grating, and then we shall be sure." They again plied their oars. In a high sea it is not easy for a person seated in a little boat to see any thing floating which does not rise much above the surface: in fact, it is physically impossible, except at such time as the boat and the object looked for happen to be each on the top of a wave at the same instant. From the top of one wave the surface of the water can only be seen between it and the next: the heads of the more remote, only show themselves on a level with the nearest ones. Thus we had as yet seen nothing of him, and had nearly given up the endeavour, when the happy coincidence of our rising to the top of a wave at the same time with him occurred. I *fancied* that I saw for an instant an erected arm, and called out to encourage the men. The next wave on which we rose removed all doubt, and showed us the man still boldly floating nearly breast high, supported by the grating, and not far from us. A little more rowing enabled us to reach him: the bowman laid in his oar, and pulled him on board.—Having accomplished this, he laid hold of the grating to pull it in also. This operation appeared to add to the dangerous situation of the boat by pressing her bows down into waves over which she already seemed to rise as by a miracle. I therefore



called out to the bowman to quit it, and resume his oar; but the man, with more coolness and more foresight than myself, remonstrated by saying, "It may be useful to us, sir." He was allowed to proceed, and followed up his precaution by putting the grating carefully under the thwarts, or seats, of the boat. It was lucky he did so; for the buoyant power of the grating thus placed, added to the lightness of the boat, made her a complete life-boat, and saved our lives.

Lord Byron observes, that a "tight boat will live in a rough sea;" and so she will, particularly when going with her bow to it. But it may prove too much for her, and is more likely to do so if following upon her quarter, as we now had it on our way back to the ship. The appearance of the waves as they curled over her, could hardly justify the hope of her surmounting them, as a black squall came on. After rising over many that appeared ready to swallow us, one fellow came, whose curving crest projected his head over us with all the gracefulness of a swan's neck. As the boat's stern rose erect on this wave, her head was pressed under the surface, and the wave impelling her forward, launched us under water while it rolled over us. At this moment several thoughts passed freely through my mind; the chief of which was, that the chance of meeting my friends again in this world was now up. We held instinctively to the boat, which came out on the other side of the wave, not keel up, as I should have expected: indeed, I cannot now understand how it was that the impelling power of the wave did not turn her over when it launched her under water head foremost. Out she came, however, on the other side of the wave, waddling like a duck. When we found that she was not to go down with us, we caught three out of the four oars; the other went astern with our hats and every loose thing in the boat. The lightness of the wood she was built of, and the buoyant principle of the grating, which now floated and pressed upwards against the thwarts, bore her up with her rollocks well out of the water; while, as she waddled from side to side, more of the water which was in her was thrown out. When I perceived this, I made the man whom we had saved, sit down in the bottom of the boat, with his head only above water, in order to his displacing his own bulk of it. He was a heavy man, and not now capable of much exertion.—Two of the men whose hats were saved by being fastened with rope-yarns, were employed to bale with them. The other two got their oars out, while I resumed my place at the helm, and steered for the ship no longer, but directly before the sea, across her wake. For some time it seemed labour in vain; and once, when we had got the boat half baled out, another sea, without the ceremony of lifting us, as the former had done, rolled over us; but we had learned by this time, that all is not

lost that is in danger; so we baled away again, and steered before the wind until we had got to leeward of the ship; watched an opportunity to round to; and being now able to pull for her with the sea on our bow, we ultimately got safe on board.

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FROM THE UNITED SERVICE JOURNAL.

**RECOLLECTIONS OF THE STORMING  
OF CIUDAD RODRIGO.**

*On a Comparison with recent Accounts.*

The accounts of the storming of Ciudad Rodrigo contained in the "Reminiscences of a Subaltern," and in the "Sketch of the Storming" of that fortress, in your first number, forcibly recall to my mind the celebrated remark of Sir W. Raleigh, (when a prisoner in the Tower,) on the degree of credit to be attached to what is called history. They have also induced me to furnish up my recollection of the event they describe,—an event to which I also was an eye-witness, and therefore competent to give my version of the business; and to explain some circumstances connected with the attack, which were not before sufficiently understood.

Attached to the 77th regiment in the third division, I shared the fortunes of that corps on the night of the 19th of January, 1812. We marched on the morning of that day from our quarters at Guard-a-Pero, to take our turn in the trenches. It was somewhat ominous of hard knocks, that the division which we were to relieve did not return as usual to our quarters for the enjoyment of its customary two day's rest, but halted in the neighborhood. M'Kinnon's brigade went into the trenches on our arrival at our ground, and we, (Campbell's) in the absence of Colville, lounged away the day by our fires, gravely or gaily moralizing, or joking, or chewing the cud of sweet or bitter fancy, as suited the anticipations of each individual, for certain symptoms plainly indicated that the assault would take place that night.

It was six o'clock—the firing on both sides had slackened, but not ceased—their instructions had been for some time in the possession of our chiefs, who were all bustle and mystery; soon the 5th and 77th were ordered to fall in, and we proceeded some distance to the extreme right of the ground occupied by the division, where we halted; and while the men hammered at flints, and made the customary preparations for business, the order was communicated to us.

"The 5th regiment will attack the entrance of the ditch at the junction of the counterscarp with the main wall of the place.

Major Sturgeon will show them the point of attack. They must issue from the right of the Convent of Santa Cruz. They must have twelve axes, in order to cut down the gate by which the ditch is entered at the junction of the counterscarp with the body of the place. The 5th regiment is likewise to have twelve scaling ladders, twenty-five feet long; and immediately on entering the ditch, are to scale the *Fausse Braye*, in order to clear it of the enemy's parties, on their left, towards the principal breach. It will throw over any guns it may meet with, and will proceed along the *Fausse Braye* to the breach in the *Fausse Braye* where it will wait until Major General M'Kinnon's column has passed on to the main attack, when it will follow in its rear.

"This regiment will make its attack at ten minutes before seven o'clock. The 77th regiment will be in reserve on the right of the Convent of Santa Cruz."

We of the 77th looked somewhat blank at the idea of remaining in reserve; and our Colonel, a regular fire-eater, issued his directions with a grim countenance, and a voice fierce from disappointment. Rest your souls in peace, brave Ridge and gallant Dunkin,—though peace was little to your tastes in life,—finer fellows never cheered men to an assault; but Dunkin wanted that moderation and discretion which tempered Ridge's bravery. They alone ordered the colours to accompany their regiment—a rash act, considering that our united numbers little exceeded three hundred firelocks, and one that might have much embarrassed us in the work we had in hand: it was Dunkin's proposal. Whilst waiting in the gloom, somewhat impatiently, for the return of the men sent for the ladders, and for Major Sturgeon's appearance, we mingled in groups of officers, conversing and laughing together with that callous thoughtlessness which distinguishes the old campaigner. I well remember how poor M'Dougall of the 5th, recently joined from the Staff, was quizzed about his dandy moustaches.—When next I saw him, in a few short hours, he was a lifeless and a naked corpse. Suddenly a horseman galloped heavily, but hastily towards us—it was Picton. He made a brief and inspiring appeal to us: said he knew the 5th were men whom a severe fire would not daunt, and that he reposed equal confidence in the 77th. A few kind words to our Commander, and he bade us God speed—pounding the sides of his hog-maned cob as he trotted off in a different direction.

Major Sturgeon and the ladders having arrived, we again moved off about half before seven. The night was, if any thing, dark, the stars lending but sufficient light to enable us to find our way; and where the ground permitted it, to trace the dim outline of the fortress. I do not recollect that the moon shone out during the attack. We were enjoined to



observe the strictest silence : a neglect of this order occasioned great confusion and the loss of many lives, as will be seen in the course of my narrative. It was a time of thrilling excitement as we wound our way by the right ; at first preserving the distance of eleven or twelve hundred yards from the town, then bending in towards the convent of Santa Cruz and the river, and gradually narrowing the space betwixt us and the fortifications. The awful stillness of the hour was unbroken, save by the soft measured tread of our little columns as we passed over the green turf, or by the occasional report of a cannon from the walls, and the rush and miss of its ball as it flew past us, or striking short, bounded from the earth over our heads, receiving our most respectful, though involuntary salaams. I have before said, that the firing had slackened, but not ceased ; every two or three minutes a shot was fired at some suspicious quarter, and that by which we were moving seemed to be honoured by their peculiar attention. We had accomplished, perhaps, half our way, when a loose firing of musketry was opened from the ramparts, utterly aimless, and apparently intended as a hint that we should not catch the garrison napping ; yet they subsequently acknowledged that they never contemplated the assault being made that night.— Though unseen, we were quite within reach of their fire, and escaped surprisingly ; yet I can distinctly remember the sharp crashing sound of a bullet, which, striking a steady old serjeant, (within a pace or two of me,) in the centre of the forehead, pierced his brain, dashing him on his back. Two or three men went back wounded.

We had approached the convent, and whilst passing under its walls, we found there the light company of the 94th, awaiting the hour of seven, when they were to commence a brisk fire against the ramparts from the glacis, to distract the attention of the enemy. After exchanging greetings with our old friends, Bogle and Griffiths, the latter gravely promising me Christian burial the next morning ; we pushed on right forward to the walls, which now loomed high and near. I will not undertake to explain the circumstances or misconception which caused us (the 77th) to proceed, instead of halting at the convent according to the original plan ; but I imagine there must have been some new directions communicated by Sturgeon, who led us to our point of attack, and then quitted us for the purpose of guiding some other party.

We reached the low glacis, through which we discovered a pass into the ditch, somewhat resembling a wide embrasure, heavily palisadoed, with a gate in the centre. I describe matters not technically, but exactly according to the impressions they made at the moment, and which are still fresh in my recollection. Through the palisadoes were visible the dark and



lofty old Moorish walls, whilst high over our heads was the great keep or citadel, a massive square tower, which, as it was relieved against the sky, seemed like a giant frowning on the scene. We still were undiscovered, though we could distinguish the arms of the men on the ramparts, as they were levelled and fired from the parapets, in idle bluster, the balls whistling over us. Eagerly, though silently, we all pressed towards the palisadoes, as the men with hatchets began to cut away through them; the sound of the blows would not, I do think, have been heard by the enemy, who were occupied by their own noises, had it not been for the enthusiasm so characteristic of his country, which induced a newly joined ensign, fresh from the wilds of Kerry, to utter a tremendous war-hoop as he saw the first paling fall before our efforts. The cheer was immediately taken up by the men, and as we instantly got convincing proofs that we were discovered by our friends on the walls, (who began to pepper us soundly,) we all rushed through the opening, the two regiments mingled together. We were in the ditch, heavily fired on from rampart and tower with musketry, but I do not recollect that they had any cannon bearing on us there; however they tossed down light shells, and hand-grenades innumerable, which spun about fizzing and hissing amongst our feet. Some smashed men's heads in their descent, whilst others, exploding on the ground, tossed unlucky wretches in the air, tearing them asunder. I have seldom passed three or four minutes less comfortably; I think that time was consumed in bringing in and fixing the ladders against a wall to our left about twenty-five feet high, which I understood to be the extremity of the *fausse braye*. We crowded towards the ladders, and in good sooth there was little to praise in our eagerness to get out of our trap, helpless and exposed as we were.

Among the first to mount was the gallant chieftain of the 5th, but the love they bore him caused so many of his soldiers to follow on the same ladder, that it broke in two, and they all fell, many being hurt by the bayonets of their comrades round the foot of the ladder. Ridge's ankle was sprained, but it did not prevent his pursuing his career that night. I was not one of the last in ascending, and on raising my head to the level of the top of the wall, I beheld some of our fellows demolishing a picquet which had been stationed at that spot and had stood on the defensive; they had a good fire of wood wherewith to cheer themselves, round which, on revisiting the place in the morning, I saw their dead bodies stript, strangely mingled with wounded English officers and men, who had passed the night before the fire, patiently awaiting the means of removal, the fortune of war having made them acquainted with strange bed-fellows. A few of the picquet, who fled along the ditch, bore

with them an officer of the 5th, taking him into the town through a sally-port of the wall. He was led to the house of the governor, who questioned him as to the assault, the reality of which he seemed to doubt, and on departing for the breach he took the officer's parole to remain in the house.—Being thus excluded from participation in the action, he amused himself in reconnoitring the premises, and repaid himself for his confinement by securing the governor's splendid case of pistols—a fair booty. Our ascent of the ladders placed us in the *fausse braye*, a broad deep ditch, in which we were for the moment free from danger. When about one hundred and fifty men had mounted, (after the little interlude with the picquet) we moved forward at a rapid pace along the ditch, or *fausse braye*, cowering in close to the wall, whilst over our heads we heard the shouts and cries of alarm and preparation. Our course was soon arrested by the massive fragments and crumbling ruins of the main breach, extending half across the ditch. Here then should have ceased the operations of our little band, according to the letter of the order, and here also ought my narrative to conclude, all that followed having been so repeatedly described by abler pens. But I write for my own amusement, and as an exercise of memory, and therefore shall continue my description.

The situation in which we now were placed was one of extreme danger and embarrassment; instead of falling into the rear of a column supposed to have already carried the breach, we stood alone at its base, exposed to a tremendous fire of grape and musketry from its defences, whilst we were in danger of being assaulted in the rear by a sortie through the sally-port in the ditch already mentioned. For a minute we seemed destined to be sacrificed to some mistake as to the hour of attack, but suddenly we heard a cheer from a body of men who crowning the summit of the counterscarp, flung down bags filled with heather to break their fall, and leaped on them into the ditch; it was the old Scotch Brigade, which, like us, having been intended as a support, was true to its time, and was consequently placed in the same predicament with ourselves.—On the appearance of the 94th, the fire of the garrison was redoubled, and after a moment's consultation between the seniors, it was decided to be better to die like men on the breach than like dogs in the ditch, and instantly with a wild hurra all sprung upwards, absolutely eating fire. I think the breach must have been seventy or eighty feet wide; the 94th took it on the right, we on the left extremity as you look to the country, and I affirm, it would have been a work of no small labour, to have achieved the ascent under any circumstances, consisting as it did of a nearly perpendicular mass of loose rubbish, in which it was extremely difficult to obtain a footing.

As our serious intentions were now evident to them, the enemy developed and employed their entire means of defence; two guns pointed downwards from the flanks, and had time to fire several rounds of grape, working fearful destruction, particularly in the 94th. On the margin of the breach were ranged a quantity of shells, which were lighted and rolled down amongst us, acting rather as a stimulus to push up and avoid their explosion; the top of the breach was defended by a strong body of the garrison, who maintained a heavy fire of musketry, and showed for some time an undaunted countenance. Hand-grenades and fireballs were not wanting, nor yet the agreeable accompaniment of a heavy fire from a distant flanking demi-bastion, which bore on the foot of the breach and crest of the glacis where the 45th and 88th, who were just arriving in time to do good service, suffered very severely by it. As we struggled up, the resistance, though not perhaps as determined as it might have been, was still sufficiently formidable to have daunted the bravest. However, with all its defects, a night attack has the advantage of concealing from the view much of danger and of difficulty, that if seen might shake the nerves. But there was no time then for hesitation, no choice for the timid; the front ranks were forced onwards by the pressure from the rear, and as men fell wounded on the breach, there they found their (living) grave, being trodden into and covered by the shifting rubbish displaced by the feet of their comrades. Some few more lucky, when wounded, rolled down the slope into the ditch, where they called in vain for that assistance which could not then be afforded them, and they added by their outcries to the wildness of the scene. Such a struggle could not be of long duration, and the efforts of our men, reinforced as we were by the two last named regiments, were in a few moments crowned with success: the enemy's resistance slackened, and they suddenly fled on before us, escaping to right and left by boards laid across cuts through the terra-pleine, by which cuts the breach was isolated; the boards they left behind in their panic.

It was now seven o'clock, the breach was carried, and the town virtually ours. A voice was heard to shout above the uproar. "They run, they run!" All crowded on the summit of the breach, and some spoke of forming the men on the rampart; but on that spot there was no safety, for we had scarcely attained it, when a deadly fire was opened on us from a breast-work about twenty yards distant and beneath, formed from the ruins of some houses, of loose stones, and lined with men. Many of our people threw themselves on their faces, and in that position returned the fire with good effect, as I observed, on the following morning, more than forty of the



garrison lying dead behind the breast-work, shot through their heads,—the only part of them exposed to our fire.

One portion of our fellows, led by General M'Kinnon, proceeded to the left along the rampart, and turned the right flank of the breast-work (which was oppuyéed against the walls,) and there firing on them, dispersed the enemy. About that time, the expense magazine blew up on the rampart, destroying the general and many with him, as well as such of the garrison as were at that end of the breast-work ; behind which I saw the next day a number of blackened and mutilated corpses, hideous and shapeless, friends and foes, mingled in one common destruction. I distinctly remember the moment of the explosion, and the short pause it occasioned in our proceedings,—a pause that enabled us to distinguish the noise of the attack still going forward in the direction of the little breach.

I accompanied a party which pushed across a board to our right, for the purpose of clearing the rampart (on that side) of the enemy, who still fired on us, but fled on the first demonstration of attack. Then it was that a gigantic young Irish volunteer, attached to our regiment, was said to have uttered that exclamation of surprise at the facility with which he could deprive a human being of life, that became celebrated afterwards throughout the division. Observing a gallant artilleryman still lingering near his gun, he dashed at him with bayonet fixed and at the charge. The man stepped backwards, facing his foe, but, his foot slipping, he fell against the gun, and in a moment the young fellow's bayonet was through his heart: the yell with which he gave up the ghost so terrified B—— that he started back, the implement of death in his hands, and apostrophizing it, was heard to say, "Holy Moses! how easy you went into him!" As the first taste of blood rouses the latent fierceness of the tiger's whelp, so this event seemed to have altered B——'s nature, and, doubtless led to his subsequent misfortunes and premature death.

No enemy being now visible on the ramparts, and the men who lined the breast-work having fled, we advanced in pursuit, dropping from the wall into the town. At first we were among ruins ; but having extricated ourselves from them, we made our way into a large street leading nearly in a straight line from the principal breach to the plaza or square : up this street we fought our way, the enemy slowly retiring before us. At about half the length of the street was a large open space on our left hand, where was deposited the immense battering train of "the army of Portugal," and its matériel.—Amongst this crowd of carriages, a number of men ensconced themselves, firing on us as we passed, and it required no small exertion on our part to dislodge them. Such of them



as were caught suffered for their temerity. In the meantime, those of the enemy a-head of us were lost to sight, having entered the square; for which place we pushed on with as many men as we could lay hands on, formed, without distinction of regiments, into two or three platoons; for the great proportion of those who had started with us had gradually sneaked off into the bye-streets for the purpose of plundering, which business was already going on merrily. As we reached the head of the street (which entered the square at one angle,) and wheeled to the left into the open space, we received a shattering volley from the enemy, which quickly spoiled our array. They were drawn up in force in the square and under the colonnade of the cathedral, and we were for the moment checked by their fire, which we returned from the head of the street, waiting for a reinforcement. At length, when we were meditating a dash at the fellows, we heard a fire opened from another quarter, which seemed to strike them with a panic, for on our giving a cheer and moving forward, they to a man threw away their arms as if by word of command, and disappeared in the gloom like magic. It was the light division who entered the square by a street leading from the little breach, and their opportune arrival had frightened the game which we had brought to bay, leaving the pavement of the square covered with arms and accoutrements. Resistance had ceased, and the town was captured. The subsequent transactions of that night, the sack of the town, destruction of a part by fire, and other circumstances, have been frequently and sufficiently described by abler pens than mine. It is enough for me to relate such part of the proceedings connected with the actual fighting as I was an eye-witness to.

On reading the official account of the capture of Ciudad Rodrigo, we were all greatly chagrined to find that no mention had been made of the share which the 77th had in the business, although praise was bestowed in general terms on Col. Dunkin, who commanded us in the absence of Col. Bromhead (who had gone home on leave, after having reaped a full harvest of glory by his gallantry and self-possession at El Bodon.) A respectful and explanatory letter was written to Lord Wellington, forwarded, I think, by Picton; the answer to which expressed his lordship's regret at not having been aware of all the circumstances at the time the despatch was hastily written; that, in the plan of attack, it was not intended the 77th should have been employed in it, unless in case of necessity, and it was not until after his despatch had been sent off, that he was apprised of their having been so actively engaged. He then expressed his sense of their gallantry and good conduct, doing the regiment full justice. Such was the purport, if not the actual words of, Lord Wellington's reply.

On recalling to mind the proceedings of that night, I feel satisfied myself, (and I think I shall be supported by the survivors of the third division,) that the 5th, 77th, and 94th were in the main breach before the light division had proceeded to assault the lesser one; and I have no hesitation in asserting that it was the prior success at the main breach of the five regiments employed there, which shook the defenders of the little one, and caused them to yield it so easy a conquest to the light division, and to seek their safety in flight. In plainer terms, I mean to say—differing, with all courtesy, from the statement of the author of the account of the capture published in your first number,—that the light division was indebted to the third division for the ease with which it succeeded at its point of attack, and not the reverse, as is more than insinuated by that writer. As to our being in a trap on the top of the breach, it is (with respect be it spoken) fudge. The breach was not cut off by traverses, but by deep ditches, over which the boards of communication were left by the enemy in their hasty flight. I think the timely escalade of the 83d and O'Toole's Portuguese must have hastened the success of the operations of the night.

I repeat it, that no one can be more sensible than I am of the zeal, discipline, and good humor with which the light division performed the troublesome duties imposed on them; but that their merits surpassed those of their brothers in arms to the degree claimed by them, and apparently conceded by their superiors, I deny. The system of puffing histories and memoirs of the feats of the light division can only be equalled by the similar quackeries practised by the injudicious friends of the Highland regiments after Waterloo, turning the really brilliant actions of those gallant corps into burlesque and ridicule.

It will be considered, I am sure, most startling and heretical to question for a moment the superiority of the light division over the rest of the Peninsular army. I may fail in convincing others, but I am myself aware that, at Rodrigo, the merit must be divided (and in no equal portions) with the third division. I remember that, at Badajos, when they failed, the third division, by taking the castle, gained the town; that, at Sabugal, when in a most awkward scrape, we rescued them; and where, in their whole career, can they produce one instance to equal in splendour the conduct of the 5th and 77th at El Bodon?—and yet those two regiments were not even permitted to record that event by inscribing the word upon their colours!

The disadvantages of relying solely upon two or three regiments for the performance of the outpost duties and skirmishing are obvious, and are, I trust, about to be remedied. The

instruction and practice of light infantry evolutions are now insisted on throughout the army,—let us hope with the view of enabling every regiment to take the advance when necessary, and to perform all those light duties in the field which have hitherto been entrusted to a few favored corps.—C. J. T. S.

## LIEUTENANTS OF THE NAVY.

## LETTER FROM THE SECRETARY OF THE NAVY,

*Transmitting a List of Lieutenants of the Navy, and an account of the Sea Service performed by each since his promotion; made in obedience to a resolution of the House of Representatives of 23d February, 1832.*

Referred to the Committee on Naval Affairs June 16, 1832.

NAVY DEPARTMENT, June 13, 1832.

SIR: Since my communication of February 27th, on the subject of the services of Lieutenants in the Navy, I have been enabled to complete my answer to the 6th enquiry, then left unfinished for reasons detailed in that communication.

The annexed document shows, with as much accuracy as can be obtained from our records, the sea service performed by each of the present Lieutenants since his promotion.

The 3d and 4th enquiries are all that remain unanswered. They are both under examination in the office of the Fourth Auditor; but, as stated in my former report, a reply cannot, in his opinion, be prepared accurately, without the labor of three or four additional clerks, till the next session of Congress.

Whenever it is prepared, it will give me great pleasure to forward it without delay.

I have the honor to be, sir,

Very respectfully, your obedient servant,

LEVI WOODBURY.

To the Hon. ANDREW STEVENSON,

*Speaker of the House of Representatives.*

*LIST OF LIEUTENANTS in the Navy of the United States, and an account of the sea service performed by each since his promotion; made in obedience to a resolution of the House of Representatives of 23d February, 1832.*

NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
24th July, 1813 J. P. Oellers	Franklin, Jackall, and sloop Boston, 39 mos. On the Lakes from 1st April, 1814, to 4th March, 1815, 11 months	4	2

NAMES AND DATE OF PROMOTION.		SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
9th Dec. 1814				
Jno. P. Zantzing	Hornet, Weasel, U. States, Porpoise, and Cyane, 60 months, Commanding schr. Dolphin 3 months and 23 days		5	3
C. E. Crowley	Guerriere, Franklin 74, schooner Shark, and sloop Erie		3	10
John H. Bell	Erie and Constellation, 71 months. Commanding schr. Porpoise, 13 months		7	
W. A. C. Farragut	Enterprise and West India squadron		1	11
Stephen Champlin	None: disabled by wounds received in action with the enemy			
4th Feb. 1815				
Isaac Mayo	Dolphin, Hornet, North Carolina 74, and Mediterranean squadron, 69 months. Commanding schr. Grampus 12 months		6	9
W. K. Latimer	Erie, Macedonian, and Pacific squadron, and West Indies, 91 months. Commanding schr. Grampus 40 months		10	11
W. Mervine	Alligator, Grampus, and Natchez, 47 months. In command of schr. Experiment 2 months		4	1
T. Crabb	Mediterranean squadron, Constellation, Peacock, and Java		7	1
1st May, 1815				
E. B. Babbitt	Independence, Saranac, schr. Hornet, sloop Boston, and frigate Guerriere		7	7
1st Dec. 1815				
T. Paine	Gunboat No 168		3	
27th April, 1816				
J. Armstrong	Congress and Columbus 68 months; frigate United States, (Pacific) 40 months; in command of schr. Porpoise since February, 1832, 4 months		9	4
Jos. Smoot	Nonsuch and Macedonian 73 months; frigate United States, in Pacific, 40 months		9	5
R. B. Randolph	Nonsuch and Constellation 48 months; North Carolina 74, and Mediterranean squadron, 48 months.		8	
S. L. Breese	North Carolina 74, and Alert, 22 months; flying squadron, Hornet, Constitution, and Lexington, 108 months		10	10
J. Evans	Alert, Peacock, Washington 74, and Erie		5	10
B. Page, Jr.	Franklin, Congress, and Natchez, 60 months. In command of schr. Boxer since 7th Dec. 1831, 6 months		5	6
J. A. Wish	Macedonian, Alert, West India squadron, and Fairfield		8	1
J. Gwinn	Saranac, Hornet, Columbus, and Macedonian		8	6
T. W. Wyman	Congress, Enterprise, Constitution, and Java		10	2
A. Fitzhugh	Congress, John Adams, North Carolina 74, and Mediterranean squadron, 120 months; St. Louis, and in command of the Dolphin, in Pacific, 35 months.		12	11
Jos. Cross	Guerriere and W. India squadron, 24 months, Constitution, in Mediterranean, 8 months; Brandywine, in Pacific, 39 months		5	11
A. S. Ten Eick	Ontario, Decoy, and Delaware		7	4
J. White	Attached to the Peacock since Dec. 1831			6



LIEUTENANTS OF THE NAVY

41

NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
H. Paulding	Constellation, Macedonian, frigate United States, and West Indies	9	7
J. D. Williamson	Franklin and Alligator 47 months; N. Carolina 74; Concord and Brandywine (now in latter) 56 months	8	7
5th March, 1817			
U. P. Levy	Franklin, Constitution, and gunboat No. 158, 42 months; Mediterranean squadron about 24 months	5	6
C. Boarman	John Adams, Erie, Java, and Hudson	5	7
F. Forrest	Despatch, Columbus, West India squadron, and Lexington	7	8
W. E. McKenney	Peacock, Nonsuch, and Enterprise; Mediterranean and West India squadrons; now under orders to the frigate United States	10	8
W. J. Belt	Washington, Columbus, and W. India squadron, 57 months;—Hornet, Hudson, and Natchez, 31 months	7	4
W. Jamesson	Alert, John Adams, and Congress, 24 months; West Indies, and sloop Boston, 42 months	5	6
W. Boerum	Nonsuch, Cyane, Constitution, & brig Spark, 53 months; Macedonian and Erie 42 mos. In command of schooner Shark since 25th Nov. 1830, 18 months	9	5
C. L. Williamson	Independence, John Adams, Grampus, and Delaware 74	4	10
C. Gauntt	Alert, Macedonian, and sloop Warren	7	10
W. W. Ramsay	Washington, Congress, J Adams, and Franklin, 69 months; Attached to the Pacific squadron about 24 months	7	9
R. Voorhees	Guerriere, Ontario, Cyane, and West Indies, 84 months; Brandywine, Erie, and Fal-mouth, 30 months	9	6
H. Henry	Torch, and Franklin 74	3	5
S. W. Downing	Prometheus, Franklin, John Adams, Peacock, W. India squadron, Constitution, and Vandalia, 96 months; commanding schr. Enterprise since Dec. 1831, 6 months	8	6
W. Pottenger	West Indies, Decoy, and Hudson	3	7
H. W. Ogden	Washington, John Adams, and Franklin, 70 months; Vincennes and Natchez 17 mos.	7	3
E. Ridgeway	Franklin and Delaware	9	10
T. A. Conover.	Constellation, Guerriere, Franklin, and Erie	8	7
A. S. Campbell	West India squadron, about	2	
W. Taylor	Congress, Columbus, and Hornet, 56 months; North Carolina 74, Ontario and Brandywine, 50 months		
J. C. Long	Boxer, Hornet, and Peacock 94 months; in command of schr. Dolphin since Decem. 1831, six months	8	
3d March, 1817			
J. H. Graham	None: disqualified by wounds previously received in service.		
J. H. Lee	Washington, Nonsuch, John Adams, Congress, and Natchez	4	10
1st April, 1818			
J. M. M'Intosh	Enterprise, West India, and Mediterranean		

NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
	squadrons	6	7
Josiah Tatnall	Mediterranean and West Indies 82 months; commanding sloop Florida, surveying, 7 months; ordered to command the Grampus, 9th March, 1831, 15 months	8	8
H. N. Page	Alert, John Adams, and Peacock	9	2
J. A. Cook	John Adams, Peacock, West Indies, Porpoise, and Mediterranean squadron	6	2
W. Inman	Congress, Alligator, and West India squadron, 46 months; Concord and Java 12 months	4	10
Joel Abbot	Congress, Guerriere, and Mediterranean squad- ron	3	6
L. E. Simonds	Congress, John Adams, Macedonian, Pacific, and West India squadrons	5	4
J. M. Dale	Washington, Congress, Alligator, and Spark, 80 months; Constellation, John Adams, & Ontario, 16 months	8	
H. H. Cocke	Tombowline, Enterprise, and Nonsuch, 78 months; North Carolina 74, and Brandy- wine, 20 months; in the Fairfield since Sept 1831, 8 months	8	10
W. J. McCluney	Saranac, gunboat No. 158, Dolphin, and Medi- terranean squadron	7	
Jas. Goodrum	Nonsuch, Mediterranean, and West India squadrons	5	5
J. B. Montgomery	Cyane, Erie, Peacock, and Natchez	7	8
H. B. Sawyer	Prometheus, Dolphin, Spark, and Warren	5	6
C. K. Stribling	Hornet, Constellation, Brandywine, and Vin- cennes	5	9
Joshua R. Sands	Washington, Franklin, Hornet and Vandalia	6	7
28th March, 1820			
John J. Young	Shark and Hornet	3	4
C. H. Bell	Ontario and Erie	5	
A. Bigelow	Ontario and Macedonian (sailed recently in Constellation)	6	5
F. Ellery	Nonsuch, Cyane, Porpoise, Erie, and Shark	6	5
F. Varnum	Shark, John Adams, and Vincennes	6	11
Jos. R. Jarvis	Constitution, Constellation, and Mediterranean squadron	7	
T. W. Freelon	Washington, Brandywine, Grampus, Shark, and Hudson	5	2
Jas. Williams	John Adams, Spark, Peacock, Erie, and Por- poise	6	7
S. W. Lecompte	Hornet and Erie (sailed recently in Constella- tion)	3	7
C. T. Platt	Guerriere, Hornet, West Indies, and Java	4	1
3d March, 1821			
W. M. Armstrong	Hornet, Congress, and Constitution	4	4
W. F. Shields	Shark, Mediterranean squadron, and Constitu- tion, 65 months; sloop Warren since Aug. 1831, 9 months	6	2
G. J. Pendergrast	Grampus, Lexington, and Mediterranean squadron	3	1
W. C. Nicholson	Frigate United States and Concord (now in latter)	5	8
22d April, 1822			
J. B. Cooper	None		

NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
13th Jan'y, 1825			
E. W. Carpenter	Erie, Falmouth, and John Adams	5	7
J. L. Saunders	Frigate Java (now under orders to frigate U. States)	2	0
J. B. Hull	Constitution and Guerriere	4	0
Jott S. Paine	West Indies and Mediterranean	3	10
J. E. Prentiss	West Indies and Pacific	4	1
J. M. Sullivan	Vincennes	3	10
Jos. Moorehead	Hornet and St. Louis	3	0
Thos. Petigru	Erie (now under orders to Mediterranean)	1	3
J. S. Chauncey	Ontario do do	1	6
I. Shubrick	Brandywine, Delaware 74, and Potomac (now in latter)	3	9
T. R. Gerry	John Adams (now on board)	1	1
John Kelley	Natchez	1	6
E. Byrne	West Indies and Delaware 74 (now under orders to frigate U. States)	2	10
E. S. Johnston	West Indies	2	0
W. H. Gardner	West Indies, Guerriere, Vandalia, Natchez, and Shark	2	9
D. G. Farragut	Brandywine and Vandalia	2	0
R. S. Pinckney	Brandywine	2	6
S. B. Wilson	West Indies and frigate Potomac (now in latter)	2	11
E. C. Rutledge	Cyane	1	8
W. S. Harris	Delaware 74, and Java	3	9
T. Dornin	Brandywine, Vincennes, and Falmouth (now in last)	5	1
R. B. Cunningham	West Indies, Brandywine, and Peacock (now in last)	4	5
Jas. Glynn	West Indies, Mediterranean squadron, and Lexington	2	2
Joseph Myers	Mediterranean squadron and Peacock, (now on passage to join the Lexington on coast of Brazil)	4	2
W. C. Wetmore	Dolphin and Guerriere	2	10
T. R. Gedney	North Carolina 74, and Warren, 54 months; sloop Florida, on survey, 7 months; commanding sloop Florida, on survey, 12 mos. (now on a survey of Narraganset bay)	6	1
John Bubier	United States and Lexington (now in latter)	2	6
V. M. Randolph	West Indies and sloop Boston	2	2
Jos. Cutts, Jr.	Hornet (insane)	1	0
J. Crowninshield	West Indies (now there)	1	7
Fred. Engle	West Indies, Brandywine, and Vincennes (now in latter)	5	6
A. J. D. Browne	Sloop Boston, (just sailed again in Constellation)	3	0
J. H. Smith	West Indies	0	9
John Rudd	West Indies and frigate Brandywine, (just sailed again in Constellation)	4	0
R. Ritchie	West Indies and Mediterranean	3	2
D. R. Stewart	Mediterranean squadron and schooner Shark, (just sailed in Constellation)	1	10
W. W. McKean	Delaware 74, and sloop Warren	2	0
F. Buchanan	West Indies and Mediterranean	5	0
H. H. Hobbs	West Indies	2	0

NAMES AND DATE OF PROMOTION.		SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
Saml. Mercer	John Adams		0	6
Chas. Lowndes	West Indies, Falmouth, and Natchez		3	3
L. M. Goldsborough	Mediterranean squadron		3	1
G. N. Hollins	Grampus, Hornet, and Ontario		4	11
D. N. Ingraham	Lexington		2	6
J. Marston, Jr.	Brandywine		4	0
Henry Bruce	West India squadron (now there)		3	2
W. D. Newman	West Indies and coast of Brazil (now on latter)		2	10
H. A. Adams	West India squadron (now there)		2	7
Alex. B. Pinkham	Do.		2	11
Jas. D. Knight	Fairfield		2	9
Jos. Mattison	Vandalia and Hudson		2	9
W. S. Walker	Erie and Warren (now in latter)		2	0
Alex. Slidell	Brandywine (now in her)		2	6
J. G. Boughan	Constellation and Grampus		3	11
G. F. Pearson	Porpoise and Boston		3	6
28th April, 1826				
J. T. Gerry	Mediterranean squadron (now there)		3	1
J. S. Nicholas	Schooner Dolphin and John Adams (now in latter)		4	1
S. F. Dupont	Mediterranean squadron		4	2
W. L. Hudson	Sloop Warren		2	11
W. H. Campbell	West India squadron (now there)		2	3
Jos. M. Nicholson	None: insane.			
Jas. P. Wilson	West India squadron		2	6
G. A. Magruder	Vincennes		3	11
J. E. Calhoun	Macedonian		2	0
John Pope	Constitution		3	2
Levin M. Powell	Delaware 74		2	5
C. Wilkes, Jr.	Sloops Boston and Fairfield (Now on survey of Narraganset bay,)		1	0
Elisha Peck	Mediterranean and Pacific squadrons, now in latter,		4	1
John R. Cox	Mediterranean, West India, and Brazilian squadrons (now in last)		3	9
W. Seton	West Indies		1	0
John A. Carr	Mediterranean squadron		2	3
T. J. Manning	Mediterranean and West India squadrons		3	9
W. Pearson	Ditto ditto		3	7
W. L. Howard	Erie and Enterprise (now in latter)		1	6
W. P. Piercy	Sloop Florida, on a survey, 8 months; Fairfield and Warren, 25 months; commanding schr. Spark, guarding live oak, 12 months		3	9
R. A. Jones	Brandywine		3	2
T. J. Leib	Schooners Shark and Boxer (now in latter)		1	7
W. G. Woolsey	Peacock and Shark		2	0
W. H. Kennon	Coast of Brazil		2	2
Arthur Lewis	Guerriere		3	0
3d March, 1827				
John W. West	Ditto		2	2
T. O. Selfridge	Natchez and Hudson		2	2
R. R. Pinkham	Mediterranean and Pacific squadrons (now in latter)		2	6
Henry Eagle	Natchez and Hudson		2	6
A. K. Long	Hudson (just sailed again in Constellation)		2	0
G. J. Van Brunt	Falmouth and Peacock		1	4
H. Pinkney	Hornet and Falmouth		2	5
W. M. Glendy	Sloops Boston and Falmouth (now in latter)		2	1



NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
J. H. Little	Pacific and Brazilian squadrons (now in latter)	2	0
G. P. Upshur	Brandywine (now on board)	1	8
S. B. Cocke	Natchez and Vincennes	2	6
G. S. Blake	West India and Mediterranean squadrons (now on survey of Narraganset bay)	1	9
Z. F. Johnston	Sloop Florida and Mediterranean squadron	1	9
W. Green	Mediterranean and West India squadrons (now in latter)	1	11
S. Barron	Lexington and Fairfield (now in latter)	3	4
George Izard	West Indies	0	8
T. G. Benham	Schr. Boxer since Dec. 1831	0	6
R. W. Jones	Schr. Shark	2	11
A. G. Gordon	John Adams and Ontario	1	0
A. G. Slaughter	Delaware and Fairfield	3	3
A. E. Downes	Mediterranean squadron	2	10
Oscar Bullus	None		
S. Humphreys	Pacific squadron	1	8
J. Marshall	Sloop Concord (now on board)	2	2
C. H. Jackson	West Indies	1	0
A. A. Harwood	None, (now under orders to Mediterranean)		
T. McK. Buchanan	West Indies and frigate Hudson, 28 months; schr. Experiment since April 14, 2 months	2	6
T. Bailey, Jr.	West Indies	0	8
J. M. Rinker	Grampus	1	0
H. Y. Purviance	Falmouth and Peacock (now in latter)	3	0
G. Adams	Concord (now on board)	2	1
17th May, 1828			
Cad'r Ringgold	Vandalia	3	2
John Graham	Mediterranean squadron	1	7
W. F. Lynch	West Indies	0	10
H. W. Morris	Sloop Florida, on survey, 7 months, and Me- diterranean squadron 12 months	1	7
Isaac S. Sterett	Pacific squadron	1	0
F. B. Ellison	West India squadron	1	2
E. B. Boutwell	Pacific squadron, Porpoise and Fairfield (now in latter)	3	2
J. T. Homans	Coast of Brazil and W. Indies (now in latter)	1	9
J. E. Bispham	Mediterranean squadron	2	5
S. Smith Lee	Natchez	0	11
W. C. Whittle	Mediterranean squadron	1	11
J. H. Marshall	Frigate Brandywine (now on board)	2	6
R. H. Morris	West Indies	0	9
T. D. Shaw	Macedonian and schr. Shark (now in latter)	0	10
R. D. Thorburn	Mediterranean and West India squadrons (now in latter)	2	8
S. Lockwood	Mediterranean and Coast of Brazil	1	8
Lloyd B. Newell	West Indies	1	11
John Cassin	Guerriere	3	1
H. H. Rhodes	Mediterranean and West India squadrons (now in latter)	2	2
W. S. Ogden	Mediterranean squadron (now there)	3	0
E. O. Blanchard	Sloop Warren (now on board)	1	2
H. J. Auchmuty	None, under orders to frigate United States		
J. G. Rodgers	W. Indies and coast of Brazil (now on latter)	1	4
F. A. Neville	Fairfield (now on board)	0	7
J. W. Mooers	Pacific squadron (now there)	1	0
E. M. Russell	None, (made several attempts, but was too		

NAMES AND DATE OF PROMOTION.	SEA SERVICE SINCE PROMOTION.	Yrs.	Mos.
	sick to do duty)		
R. R. McMullin	Sloop Warren (now in her)	1	2
C. C. Turner	Mediterranean squadron (now there)	0	8
Joseph Stallings	Sloop Lexington (now on board)	1	0
John Manning	West Indies	0	10
J. L. Lardner	Pacific squadron from date of his commission till June, 1830; but he was not promoted till the spring of 1831, to take rank 17th of May, 1828. He has just reported on board the schr. Experiment	2	0
27th May, 1830			
R. G. Robb	Pacific squadron	1	6
E. M. Vail	John Adams (now on board)	1	1
Fitzallen Deas	Mediter. and West India squadrons (now in latter)	0	10
S. W. Stockton	Sloop Warren (now on board)	1	2
J. Calhoun	Coast of Brazil and W. Indies (now in latter)	0	8
C. W. Chauncey	Pacific squadron (now there)	1	2
Law. Pennington	Mediterranean squadron	1	6
T. T. Craven	Schr. Bexer (now on board)	0	4
A. H. Foot	Pacific squadron	1	6
J. L. Ball	Brandywine (now on board)	1	9
W. W. Hunter	Guerriere	1	4
3d March, 1831			
N. C. Lawrence	Sloop Vandalia	0	9
Amasa Paine	Peacock	0	1
N. W. Duke	West Indies (now there)	0	8
E. G. Tilton	Sloop Florida, on survey	0	4
J. H. Ward	Concord (now on board)	1	3
Henry Hoff	Frigate Potomac (now in her)	1	0
J. Ingersoll	Ditto ditto	1	0
Grey Skipwith	West Indies (now there)	0	8
Murray Mason	Mediterranean squadron (now there)	0	8
C. H. Davis	Ontario, sloop	1	2
S. Johnston	None		
J. W. Swift	Mediterranean squadron (now there)	0	10
Jerome Callan	None		
P. C. Valdes	None		
C. M. Armstrong	Sloop Falmouth (now in her)	1	0
E. Farrand	Commanding schr. Ariel, guarding live oak	1	0
H. H. Bell	Vincennes (now in her)	1	3
Philip A. Stockton	None		
W. Smith	Sloop Boston (now on board)	1	3
12th July, 1831			
C. H. McBlair	Mediterranean (now there)	0	11
30th Dec. 1831			
J. M. Watson	Schr. Experiment, since 24th April, 1832.	1m.	19ds.

NAVY DEPARTMENT, June 13, 1832.

FROM THE LONDON NAUTICAL MAGAZINE, FOR MAY 1832.

### HADLEY'S QUADRANT.

The following anonymous letter addressed to the Editor of the *Portsmouth Herald*, and extracted from that excellent paper, will be found interesting to our naval readers.

"DEAR SIR,—Fully convinced that every thing relating to science meets your approbation, and that the historical account of the quadrant (called Hadley's), may not be entirely lost in oblivion, I beg leave to submit, for your consideration and use, the following account of that inestimable instrument.

"Mr. John Hamilton Moore, in the last edition of his *Epitome of Navigation*, observes, 'that the invention was attributed to Mr. Hadley; but that Mr. Godfrey, a glazier, of Philadelphia, had also claimed that honour,' and he very vaguely decides upon their claims by observing, 'that two persons, in different hemispheres, might hit on the same idea.' This, no doubt, is a plausible way of getting rid of the argument; but what I am now about to relate is an absolute fact, to which I can produce the most satisfactory testimony. Previous to, and after, the American revolutionary war, there was a philosophical club held at the Indian Queen, in Market-street, Philadelphia, composed of the following, viz.—Dr. Franklin, of whom, as he wrote his own life, it is unnecessary to say more; Dr. Rittenhouse, originally a house-carpenter, afterwards a great mathematician; Tench Francis, a merchant, who was so great a lover of fish, that all his children were baptized by piscatory names, such as Tench, Roach, Perch, &c.; Oswell Eve, originally a shipwright, afterwards a master mariner, and a very scientific man; he adhered to the royal cause during the struggle (but his sons took the contrary part), and, after the contest was over, he was rewarded by the Government of Cat Island, one of the Bahamas. I should have mentioned that he had been to the East Indies, as carpenter of an Indiaman, a vast undertaking for a Trans-Atlantic; Godfrey, a glazier, of Philadelphia, a man of intelligence; and five or six more, whose names I have now forgotten.

"Now Mr. Godfrey was putting a pane of glass in a window on the first floor of a house in Philadelphia, when, having a piece of glass in each hand, he saw the double reflection. He immediately left his occupation, and ran through the streets like one deranged, exclaiming, 'I've got it,' 'I've got it.'—He communicated his ideas to Dr. Franklin and Mr. Eve, and with their assistance formed the first instrument (which superseded Davis's *pig yoke*), now called Hadley's Quadrant. I have, Sir, had the original in my hands many times. Mr. Godfrey, upon finishing his instrument, sent his son with it to

the West Indies, to try its accuracy, where, being in company with some naval officers, he asserted that he had an instrument that would determine the latitude to a greater nicety than any instrument they possessed. Lieutenant Hadley desired to see it, and taking a sketch of it, upon his return to Europe obtained a patent, and it is thence called Hadley's Quadrant.

Yours, &c.

NAUTICUS."

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FROM THE UNITED SERVICE JOURNAL, FOR DEC. 1832.

### STEAM NAVAL WARFARE.

It is now very clearly seen, that the whole naval system of this and every other maritime country is about in a few years to be overturned by the superior powers and advantages of steam frigates, steam fortifications, and steam guns; and, therefore, if England would maintain her supremacy on the seas, it is time, by an immediate attention to the new system of naval architecture, to prepare for a very extensive and inevitable change in all our maritime affairs.

To estimate the various advantages of steam shipping is perhaps impossible, whilst no engagement has yet taken place between steam vessels of war; but it is very apparent that engines must now be used to propel all our naval vessels, even to the largest ships of the line. That this will be indispensably necessary, appears from the great disadvantages and dangers which the largest ships, and even whole fleets, must encounter in calm weather, from the attacks of an inferior force of steam frigates. Thus, if a fleet of twenty sail of the line, built upon the present principle, were cruising in the Baltic, the Mediterranean, or any other inland sea, where calms are frequent in the months of summer, a single steam frigate, hovering around and watching for a still time, might approach whilst the fleet is lying immoveable on the water, and take a raking position by means of its own power of locomotion, whilst the enemy is compelled to remain stationary; the steam frigate might thus with impunity, and out of the reach of the fire of its helpless antagonist, sink in succession every vessel of the fleet. Nor will a dead calm be the only time when this destructive advantage will belong to the steam vessel, for a raking position may be maintained in any ordinary weather, though not with the same effect altogether; for, in a still time, from the steadiness and precision of the fire of the steamer, the position of a sailing vessel must be the same as though becalmed under a fortification. Nor will the usual methods of altering the position of a sailing vessel in a calm—by means of sweeps or paddles,—be effectual for bringing her into a



line with the steam frigate, since the latter could alter her position with more celerity by means of steam; and thus, notwithstanding the partial coming round of the enemy, the raking position might be maintained till the sailing vessel should be captured or destroyed. A very clear notion of this species of warfare may be formed from the situation of the ships of war in the Gut of Gibraltar a few years since, where a ninety-eight-gun ship is said to have been almost reduced to strike to a few gun-boats, which in a calm raked her in this manner for hours,—the metal of the ship being unable to bear upon the skipjacks around her. It is, therefore, certain that steam engines alone in all our vessels of war can enable them to meet these advantages, and that the peculiar attention of the Admiralty ought now to be directed to the equipment and trial of steam frigates.

That many very experienced and talented officers of the present naval school are averse to the acknowledgment of the superior powers of steam warfare, is certainly true; nor is it strange that a reluctance should be felt to part with a system in which so much glory has been earned. Thus the remarks of Captain Napier, in the *United Service Journal* for May, though in many respects judicious and valuable, yet certainly do not exhibit the full consequences of the use of steam in our future naval operations. The gallant Captain informs us, that 'he is not one of those who fancy that our line-of-battle ships will become useless, and that naval warfare will be carried on by steam boats only;' and further he asserts, that 'our ships must be fitted with paddles, which will at once put them into a situation to defend themselves.' Now, in opposition to this opinion of Captain Napier's, I beg to repeat, that paddles will by no means enable a vessel to change her position with celerity sufficient to meet the corresponding movements of the steamer; for the utmost that paddles can do is to move a ship from four to five knots an hour, and as the steamer can move at the rate of ten or twelve—or more than twice as fast,—it becomes apparent that the latter can maintain a raking position in defiance of paddles, sweeps, or tow-boats; and, though an unpleasant truth to be told, it is equally clear that our double bankers must either be fitted with engines, or laid up for ever; since we cannot now enter upon a war with the meanest powers of Colombia or Portugal without steam vessels of war, or the hazard of our navy falling an inglorious prey to a few steam privateers bought from the builders in Baltimore.

That a combination of steam power with the usual equipment and trim of masts and sails is practicable, is apparent from the several very superb steam ships which have crossed the Atlantic Ocean from the United States, and one steam In-

diaman, which, under the command of Captain Johnston, made the passage to Calcutta from the port of London.—That the latter had an unusually long passage is said to be attributed to a mistaken experiment in shaping her course to India. It is remarkable, however, that no second attempt has been made, either by the merchants or the East India Company, for shortening that most tedious and expensive voyage, by means of steam shipping, as there exists no doubt that by avoiding the error of Captain Johnston—so favourable for steam navigation is the whole region of the trade winds—that the passage to the East Indies might be regularly performed in half the usual time. The first steam ship that crossed the Atlantic was the Savannah, from the port of Savannah, in the United States, which arrived at Liverpool in twenty-six days, and proceeding thence to St. Petersburg, returned to the United States, in the words of Captain Rogers, her commander, “without loss of screw, bolt, or rope-yarn.” Another most splendid steam ship, of seven hundred tons burthen, called the Robert Fulton, was built at New York, and plied as a packet between that port and the harbours of Charleston, the Havannah, and New Orleans, performing that long track of navigation with great regularity in about nine days. This fine ship was a model of naval architecture; but being found to be of too expensive a construction, it was sold to the Emperor of Brazil, who took out the engine, thereby depriving himself of an immense advantage in his war with the republic of Buenos Ayres; and the Robert Fulton is now a sailing frigate in the Brazilian service. Indeed the shipbuilders of the United States supply vessels of war not only to the governments of Brazil and the other South American powers, but to the Emperor of Russia, the Sultan, the Pacha of Egypt, and other petty sovereigns, from which it may be worthy to remark, that we ought not to be too supine in our preparations for steam warfare, from a reliance upon our own ingenuity, and the backwardness of other countries in mechanical knowledge, since steam shipping may be purchased by any government from the private builders in the United States; and no unprejudiced person, who has seen the state of things in the harbours of that country, can deny that in every point of naval architecture, vessels may be obtained in the United States equal to any that can be built in England.

The paramount difficulty to the progress of steam navigation consists in the weight and great space required for the coals, furnaces, chimney, and other appurtenances of the land engine; but may it not confidently be anticipated, with all the scientific knowledge of Great Britain alive to this object of national importance, that means will, ere long, be discovered to remedy these disadvantages?

As an improvement upon the present plan of placing paddles at the sides, stern-wheels might be substituted. It is argued by the opponents of steam shipping for the purposes of war, that the dependence upon such complex machinery in a time of engagement will be very precarious, especially as the all-important wheels are exposed at the centre and outside of the vessel, and a single shot lodged in one of the paddle-boxes, these persons invariably say, will send the whole concern to the devil. Certainly the paddle-boxes are in a very exposed situation in the sides, and therefore I propose to introduce the American plan of placing the wheels in the stern of the vessel. This method has for some years been resorted to upon the Mississippi river, in consequence of the immense quantities of drift wood and floating ice which, in the spring of the year, cover the stream, and, by obstructing and breaking the paddles at the sides of the boat, formerly rendered steam navigation almost impracticable. To remedy this deficiency, stern-wheels were invented, which are placed upon each side of the rudder, leaving merely room for its full play, by which contrivance not only the original purpose was obtained of avoiding the floating logs upon the river, but a great increase of propelling power has also been obtained, and all the fastest boats now upon the Mississippi are those with stern-wheels. For it is clear, that the wheels at the sides, being at the centre, are at the widest part of the vessel, and therefore at the utmost distance from each other, thus acting least in concert in that position; whereas at the stern the wheels are placed within a few feet of each other, which produces a greater combination of power; and there are clear mechanical reasons why, with a proper adjustment of the build of the vessel, and the weight of the engine and cargo, the very greatest purchase may be obtained at the stern. It is, however, for the purposes of security, that this method is most worthy of consideration for vessels of war, the wheels being thus removed from the most exposed situation in the centre and outside, to the least open part under the stern, and effectually concealed and secured. Thus, excepting in the rare instance of a vessel in pursuit directly astern, a shot could never be lodged against the wheels; and perhaps they may be covered altogether, and rendered invisible, and by ironwork impenetrable. It is also remarkable that vessels with stern-wheels are less liable to be *swagged*, the term applied to that broken-backed appearance common to steam-boats, from the perpetual pressure upon one part, of the weight of the engine, whilst the removal of the wheels to the stern, near the cabin, always the highest part of the vessel, produces a more equal distribution of the burthen, and tends to the greater strength and durability of the vessel. Moreover, a vessel, when not under steam, will sail better with the sides

divested of the encumbrance of paddle-boxes; and the operation of unshipping the wheels in a rough sea, may be performed with greater facility at the stern, after the manner of hoisting a boat. It is also worthy of consideration how much this improvement adds to the graceful appearance of the vessel, by removing from the sides those hideous excrescences the paddle-boxes; for it is much to be regretted that an invention the most useful ever conferred upon mankind, should yet be destructive of all symmetry and beauty; and whilst all other vessels, from a canoe to a ninety-eight gun-ship, possess an appearance of grace and grandeur, the modern steam-boat is yet the very ugliest monster that swims the sea, and has been aptly compared to a jackass wading with a couple of hampers. Therefore, every reason of security, celerity, and beauty, tends to the introduction of stern-wheels; and to my very great surprise, in no one instance have I ever seen this fine invention in any of the harbours of England.

In time of peace, and to the commerce of the world, how vast will soon be the results of steam navigation! Its most important benefits will undoubtedly be seen in the eastern world; for the passage to India, China, and New Holland, even by the present circuitous route by the Cape of Good Hope, will probably be shortened to a period of sixty days.— This may be fairly deduced from the performance of his Majesty's steam-packet *Firebrand*, which in sixty-six days, during the present summer, has traversed a distance of 11,500 miles of sea, in two voyages from Falmouth to Corfu, and one from the same port to Lisbon. This distance of 11,500 miles is almost equal to the passage to the East Indies; and such a performance in the present day, when the adaptation of the hull of the vessel to the steam-engine is immeasurably far from perfect, proves that, in a few years, a period of two months will be the usual passage to the eastern world. H. F.

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FROM THE LONDON NAUTICAL MAGAZINE, FOR JUNE, 1832.

**ON THE ADVANTAGES POSSESSED BY NAVAL MEN,  
IN CONTRIBUTING TO GENERAL SCIENCE.**

There is, probably, no class of society which has more frequent opportunities of adding to the general stock of scientific knowledge, than that composed of persons in the royal and mercantile navy. Their various avocations necessarily carry them to distant regions, many seldom visited; while they not unfrequently have at their disposal various portions of time, which, added together, become considerable, and which might be most beneficially employed in the advancement of general



science. It would be the greatest injustice, not to acknowledge the large contributions which have already been made to science, by many naval officers; their well-known works sufficiently attest the importance of their observations and discoveries; but, when we regard the multitude of British ships which traverse the ocean, in every direction, these distinguished individuals only constituted a small fraction of those whose opportunities have been quite as great, if not greater, but who have either altogether neglected them, or have not communicated their observations to the world.

The various sciences which bear immediately on navigation, necessarily claim the seaman's first care, and should constitute those to which he more particularly devotes himself. While, however, his principal attention is devoted to these, he may still, when opportunities offer, materially aid the progress of other sciences, more especially those which may be supposed eventually to contribute to the advancement of navigation.—All researches in the composition, temperature, and movements of the sea, come under the latter head; indeed, it may be fairly stated, that a knowledge of the surface currents of the ocean, constitutes an important branch of nautical acquirements.—We may, however, inquire how much is really known on this subject, more particularly when we recollect, that the general mass of information, relating to currents, was accumulated before the local attraction of the ship was known to produce the frequently considerable aberration of the needle, which is now ascertained to be the case. It is scarcely too much to say, that every vessel, destined for distant voyages, should be provided with Mr. Barlow's plate, by which the important errors arising from this cause are avoided. There can be little doubt that many minor currents have been stated to exist solely in consequence of inattention to this local attraction; for, if those on board any given ship consider that they are steering one course, while, in point of fact, they are steering another, there is always considerable danger that the difference in the position of the ship, determined by proper observations, and that obtained from dead reckoning, will be set down to current, when no such current may exist. We may also inquire what is known of under-currents. The notices of under-currents are exceedingly rare, and it is still more rare, that any experiments have been made upon them. Capt. Beaufort's experiment of sinking a line in clear water, with shreds of differently colored bunting at every yard, to ascertain the directions of the under-currents,\* seems never to have been repeated.

To quit the subject of currents, which it is not our present object to discuss, we will glance at the state of our knowledge

\* Beaufort's *Karamania*.

respecting the temperature and saltness of the sea. These subjects have already engaged the attention of many naval men; indeed, nearly all our information on this head is derived from them. First, with regard to the temperature of the sea. The surface temperature will naturally, in a great measure, depend on that of the superincumbent atmosphere; so that, if the latter be variable, we should expect the former to be variable also, while it would remain more uniform in climates less exposed to great vicissitudes. Various causes, however, tend to make the temperature of the sea a much more complicated subject than from this view might be anticipated. Thus, every current, moving from a colder to a warmer region, or from one that is warm to a cold latitude, alters the temperature which any waters may be supposed to possess under any warm climate. The gulf-stream is a case in point; the waters become heated within the tropics, and then flow northwards, over and through waters of an inferior temperature. Hence it has been inferred, and with reason, that great advantages would accrue to navigation, from numerous observations on the temperature of this stream, at different parts of its course.\* It would also be advantageous to ascertain at what depths this heated water descends, in various northern parts of the gulf-stream; for, as the waters of this stream are, by being heated, rendered specifically lighter than the cold waters over which they flow, it will probably be found that, towards the northern part of their course they will have much less depth, than to the southward. Experiments to ascertain this fact would require considerable care, particularly as the observer would have to contend with the laws which govern the greatest density of water; consequently, such experiments would be best made in the winter months, when the difference between the surface temperature of the sea, and the temperature of the air, would be most marked. Although we possess many notices of the surface temperature of the ocean, in various latitudes and longitudes, the observations hitherto made are far from being sufficiently numerous for the purpose of obtaining any very important or useful results. The surface temperature of the sea is, therefore, a subject which may readily engage the attention of those who constantly traverse the ocean in various directions, more particularly when the necessary experiments are so easy, merely requiring a little care.†

\* As a reflow, or counter current, sets down by the Florida Reefs and Keys to the S. W. and W., and consequently brings down colder water from the north, it would be curious to ascertain, in any vessel crossing the two currents, the temperatures of each, where they pass each other, as also the temperature close to the coasts.

† It is exceedingly easy to ascertain the surface temperature of the sea; it merely requires that a bucket of surface-water should be hauled upon deck, at a given hour or hours of the day, and a good thermometer be plunged into it,

The experiments necessary for determining the temperature of the sea, at different depths, can be best made during calms—precisely, therefore, when there is little work to be done on board. It has been found, as might be expected, that, within moderate depths, near the surface, the temperature varies considerably, but that beneath these depths it becomes more uniform. If the ocean were composed of fresh water, we should expect the great depths to be occupied by water of the temperature of between  $39^{\circ}$  and  $40^{\circ}$  of Fahrenheit, which, it has been ascertained, is the temperature at which fresh water possesses its greatest density; all water, above or beneath that temperature, rising above it. The case, however, is altered with respect to the water of the sea, which forms a solution of certain salts. We have, therefore, to seek what the greatest density of sea-water may be, or, in other words, the temperature of the sea at great depths, as the heaviest water will necessarily descend to the bottom. As yet, no very satisfactory results have been obtained on this head, but it would appear that the temperature of the heaviest sea-water is certainly not less than that of fresh water, but probably a few degrees below it. It is, therefore, an interesting object of enquiry, and the point can be only satisfactorily determined by numerous experiments.—M. Lenz, who accompanied Kotzebue's expedition, inferred, from his various experiments in temperate and warm latitudes, that the decrease of temperature is at first rapid, then gradually decreases, and finally becomes insensible; that the point where the decrease becomes insensible, appears to rise with the latitude. He considered that the latter point is at the depth of from 200 and 300 fathoms between the parallels of  $41^{\circ}$  and  $31^{\circ}$  N. while at  $21^{\circ}$  N. it is near 400 fathoms.

The greatest depth at which the temperature of the ocean has been taken, is 1300 fathoms, in lat.  $3^{\circ} 20'$  S. and  $7^{\circ} 39'$  E. In this experiment, Captain Wauchope found a temperature of  $42^{\circ}$  Fahrenheit, the surface-water being at  $73^{\circ}$ . The same observer obtained a temperature of  $51^{\circ}$  at 966 fathoms, in lat.  $10^{\circ}$  N. and long.  $25^{\circ}$  W., the surface-water being at  $80^{\circ}$ .—Captain Sabine found in lat.  $20^{\circ} 30'$  N. and long.  $83^{\circ} 30'$  W., a temperature of  $45^{\circ} 1-2$  at 1000 fathoms, the surface-water being at  $83^{\circ}$ . M. Lenz, obtained  $36^{\circ} 1-2$  at 974 fathoms, in lat.

taking care that the thermometer be not exposed to the rays of the sun, or so close to the sides of the bucket, as to take its temperature, which may be different from that of the water. Let these observations be duly entered in a book kept for the purpose, together with another observation, made with the *same* thermometer in the shade, on deck, and immediately *before* it was plunged into the bucket; and at the end of the voyage a valuable series of observations, on the surface temperature of the sea, in certain latitudes and longitudes, and of the temperature of the air at the same time, will have been collected. It may be necessary, perhaps, to caution some of our readers against many of the thermometers sold at the outports, as they are frequently very imperfect instruments.

21° 14' N. and long. 196° 1' W., the surface-water being 79° 1-2. The latter experiment gave a lower temperature for deep sea-water than had before been obtained in the tropics, or in the temperate zones; and should these and some other experiments to the same effect, be confirmed by other observers, it would prove that the greatest density of sea-water is at least below 37° Fahrenheit.\*

We are indebted to Capts. Parry, Franklin, Beechey, Scoresby and Ross, for many experiments at different depths, in cold northern regions; whence we might infer, that the greatest density of sea-water, in those latitudes, was somewhere about 37° or 38°, omitting the observations of Capt. Ross, which would seem to point to a lower temperature for the maximum density. Much would, undoubtedly, depend upon the saltness of the sea at the various situations, but as it is considered that this does not vary very materially on the ocean, generally, we require further experiments, which, when combined with those already made, will enable us the better to form an opinion on this subject.

From the experiments of M. M. D'Urville and Berard, it would appear, that the temperature of the Mediterranean, at great depths, is not by any means so low as that of the Atlantic ocean. The latter found a temperature of 55° 1-2 at the depth of 1200 fathoms, (no bottom,) between the Balearic Isles and the coast of Algiers; three other experiments in deep water gave the same results. From these observations, and others of his own, M. d'Urville considers that all the western part of the Mediterranean, beneath a depth of 200 fathoms, rests uniformly at a temperature of about 55° Fahr.

The saltness of the sea has engaged the attention of several philosophers. Dr. Marcel, who instituted a long series of experiments on this subject, and who was ably assisted by naval men, concluded:

1. That the southern ocean contains more salt than the northern ocean, in the ratio of 1·02919 to 1·02757.

2. That the mean specific gravity of sea-water, near the equator, is 1·02777, intermediate between that of the northern and southern hemispheres.

\* The instrument employed by M. Lenz was a large hollow cylinder, closed at both ends by valves which opened upwards. To one of the valves a thermometer was attached, enveloped by a substance which conducted heat with great difficulty, so that it could scarcely lose the temperature which it had acquired below, more particularly being surrounded by a body of water drawn up from thence. The more common method has been to sink a register thermometer, with a metallic case and graduation, (metals speedily acquiring the temperature of the surrounding medium,) and marking the change of temperature which had taken place. Thus, if the index marking the maximum had not been moved forwards, while the minimum index had been driven back, it was considered that the temperature had diminished to the point marked by the latter index. These instruments are far from expensive; but, as it is essential to have them exact, they should always be obtained from well-known makers.



3. That there is no notable difference in sea-water under different meridians.

4. That there is no satisfactory evidence that the sea, at great depths, is more salt than at the surface.

5. That the sea, in general, contains more salt where it is deepest, and most remote from land; and that its saltness is always diminished in the vicinity of large masses of ice.

6. That small inland seas, though communicating with the ocean, are much less salt than the ocean.

7. That the Mediterranean contains rather larger proportions of salt than the ocean.\*

M. Lenz inferred, from his personal observation, made in different parts of the ocean:

1. That the Atlantic Ocean is saltier than the South Sea; and that the Indian Ocean, being the transition from the one to the other, is saltier towards the Atlantic on the west, than towards the South Sea on the east.

2. In each of these great oceans, there exists a maximum of saltness towards the north, and another towards the south.—The first is further from the equator than the second. The minimum between these points, is a few degrees south of the equator, in the Atlantic, and probably also in the Pacific, though the author's observations did not extend sufficiently low in that ocean.

3. In the Atlantic, the western portion is more salt than the eastern. In the Pacific, the saltness does not appear to alter with the longitude.

4. In going north from the northern maximum of greatest saltness, the specific gravity diminishes constantly as the latitude increases.

The same author considers, that, from the equator  $45^{\circ}$  N. the water of the sea, to the depth of 1000 fathoms, possesses the same degree of saltness.

To determine the saltness of the sea with accuracy, cannot be expected from naval men generally, but they can easily aid the investigation, by merely filling well-cleaned bottles with surface-water, taken up in particular latitudes and longitudes, (taking care to cork them immediately,) and if provided with proper instruments, which are far from expensive, with water taken from various depths. Indeed, many an otherwise idle half hour might be well spent in collecting information on the temperature and saltness of the sea; the little trouble it would take being abundantly repaid in the increased interest taken in the voyage, besides the gratification afforded to the observer, in considering that he is contributing to the advancement of general knowledge.

\* According to the same author, 500 grains of sea-water, taken from the middle of the North Atlantic, contained common salt (muriate of soda) 13.3, sulphate of soda 2.33, muriate of lime 0.995, and muriate of magnesia 4.955.

## SHIPS NEPTUNE AND PENNSYLVANIA.

A late English paper gives the following as the dimensions of the ship of war Neptune, just launched in Portsmouth; she is represented as being the largest British vessel that has ever floated.

	FEET.	INCHES.
Length on lower deck, - - - - -	205	8
do of keel, - - - - -	190	6
do of keel for tonnage, - - - - -	170	5 $\frac{3}{4}$
Breadth for do. - - - - -	54	7 $\frac{1}{2}$
do moulded, - - - - -	53	10 $\frac{1}{2}$
do outside of wale, - - - - -	35	6 $\frac{1}{2}$
Depth in hold, - - - - -	33	3
Burthen in tons, 2,505 70-95ths.		
Extreme length aloft, - - - - -	242	6
do height, forward, - - - - -	56	6
do do midships, - - - - -	51	0
do do abaft, - - - - -	11	0

Dimensions of U. S. ship of the line *Pennsylvania*, now on the stocks at the Navy Yard in Philadelphia.

Length 220 feet—Beam 58 feet—Beams on each deck 34—Decks, 5 entire.

On the spar deck she has - - 44 ports.

Upper gun deck - - 44

Second do - - 42

Lower do - - 32—162

Deduct for stern and bridal ports, 22

She can mount - - - 140 guns.

6 feet high between each deck—20 inches thick through the sides—26 inches at the bows—Deck plank 5 inches thick.

Estimate of the quantity of sail duck required for the making one complete suit of sails, &c. for the U. S. ship *Pennsylvania*, by C. WARE, late sail-maker in the U. S. Navy.

Number of yards for one set of sails, - - 18,341 yds.

Bags, hammocks, boat sails, awnings, &c.—14,624—32,965

Size of shrouds - - - - - 11 inches.

Main stay - - - - - 19 do

Main mast from step to fly pole - - - 178 feet.

Main yard - - - - - 110 do

Topsail yard - - - - - 82 do

Topgallant yard - - - - - 52 do

Royal yard - - - - - 56 do

Sheet Anchor - - - - - 10,000 lbs.

Sheet cable - - - - - 25 inches.

Main top sail contains, - - - - - 1531 yds.

**THE FASTNET ROCK, —SOUTH COAST OF IRELAND.**

The following is a copy of a report from Lieut. Howe, commanding H. M. brig *Onyx*, to Vice-Admiral Sir Pulteney Malcolm, K.C.B., on the Fastnet, and other rocks in its vicinity.

*H. M. Brig Onyx, off Cape Clear, Aug. 30, 1832.*

SIR: It has continued to blow so hard, and so heavy, that I have been prevented from executing your orders to ascertain the position of the rock outlying from the Fastnet, until to-day; but which I have now done, and find it to be twelve hundred and eighty-six feet, or a little less than a quarter of a mile, from the highest pinnacle of the Fastnet; from which is to be deducted that part of the base of the Fastnet which projects towards the shoal, and which I measured, and found to be one hundred and forty feet, leaving eleven hundred and forty-six feet, or rather less than two cables' lengths, between the extreme N. E. point, of the Fastnet and the shoal.

I came to a grapnel in a boat on the shoalest part of the rock that I could find, at low water to-day, in exactly twelve feet water. From this spot I found the altitude of the Fastnet with my sextant to be 4 deg. 34 min. 40 sec. (no index error.) I then went on the top of it, and with a lead-line measured its perpendicular height, from the surface of the water, which is one hundred and three feet at low water; and from the spot where the lead lay, I measured the base, (which points directly towards the shoal,) and found it as before stated. With these materials, I have been able to ascertain the position of the shoal with great accuracy; it bears from the Fastnet N. E. by E. one thousand one hundred and forty-six feet.

The surface of the shoal is not more than thirty feet over; the lead fell into 5 1-2 fathoms close to its eastern boundary, and the water deepened to ten, twelve, and fourteen fathoms, at a cable's length; on its south-westerly side the lead fell at once into 9 and a half fathoms, and deepened very irregularly to sixteen fathoms, which I found close to Fastnet

No ship well conducted would go so near to the Fastnet, as this shoal lies, from choice; and should one be compelled to do so, there is a good channel between them. A shoal extends from the Fastnet Rock in a south-westerly direction, about half the distance this rock lies, but no seaman would venture so close to it.

The N. W. and S. E. sides of the Fastnet are bold to, with from ten to twelve and fourteen fathoms close to them.

I have the honor to be, Sir, Your obedient servant,

ALEX. B. HOWE,

Lieut. R. N. Commanding.

Vice-Admiral Sir P. Malcolm, K. C. B. &c.

## NAVAL INTELLIGENCE.

Some of the most important changes in the Navy Register, as ascertained at the Department, during the month of January, 1833.

*Vessels belonging to each Foreign Station.*

MEDITERRANEAN.—Frigates—United States, Brandywine, and Constellation. Sloop John Adams.

WEST INDIES.—Sloops—Vandalia, and St. Louis.

Schooners—Grampus, Shagr, and Porpoise.

COAST OF BRAZIL.—Sloops—Warren, Lexington, and Peacock. Schooners—Enterprise, and Boxer.

PACIFIC.—Frigate Potomac, Sloop Falmouth, and Schooner Dolphin.

## NOTICES.

Frigate United States, Captain Nicolson, arrived at Messina, 22d, and under way leaving it on the 29th of October.

Frigate Constellation, Captain Read, near the Coast of Greece from Smyrna to Mahon, 22d of November, 1832.

Sloop Vandalia, Commodore Henley, and Sloop St. Louis, Captain Newton, still at Pensacola the 6th of January, to sail next day for Cuba. Reached Havana, and there on the 16th. St. Louis left there on the 20th and was at Key West the 24th.

Sloop Warren, Captain Cooper, was still at Rio the 15th of December.

Schooner Enterprise, Lt. Commanding Downing, still at Pernambuco, the 7th of December, to sail for Rio the 19th.

Frigate Potomac, Commodore Downes, was in latitude 36, 39 S. and longitude 85 W. on the 19th October last—arrived at Valparaiso the 23d, and there the 26th October—all well.

Sloop Falmouth, Captain Gregory, sailed from Callao the 11th and touched at Payta, the 15th September—there the 17th, but to depart in a few hours for Guayaquil—all in very good health—at Guayaquil 23d October.

Schooner Dolphin, Lt. Commanding Long, at Valparaiso the latter part of August; and at Callao 23d October—all well.

Sloop Natchez, Captain Zantzinger, sailed from Norfolk the 4th January, and arrived at Charleston, S. C. the 17th—there the 27th.



Schr *Experiment*, Lt. Commanding Mervine, sailed as the above, and arrived at the same place the 18th of January—still there 27th.

Schooner *Grampus* arrived at Havana 10th of January, 5 days from Vera Cruz—sailed from there 20th—touched at Key West, and left there 24th, and arrived at Norfolk the 3d February.

NAVY DEPARTMENT, February 5, 1833.

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The following additional items have been collected since the official publication from the Department.

The United States schooner *Shark* was off Tampico on the 11th January.

The United States schooner *Porpoise*, in pursuit of the piratical vessel which plundered the Mexican, sailed from Fayal about 7th December, having put in with loss of foretopmast.

The U. S. steamer *Franklin*, Lieut. BOYLE, from Norfolk for Charleston, put into Ocracock, having received some injury to her rudder, sailed again, and arrived at Charleston, on the 5th February.

The United States ships *Brandywine*, John Adams and U. States, sailed from Malta 17th November for Tripoli—officers and crew all well.

THE FRIGATE BRANDYWINE,—The Navy Department has ordered the *Brandywine*, when she returns from her foreign station, to go to Philadelphia to be discharged.

The sloop *Natchez* and schr. *Experiment* were still at Charleston, on the 14th February.

The schooner *Grampus* at Norfolk.

The U. S. sloop *Lexington*, Captain McKeever, was left at Buenos Ayres on the 15th December, to sail in two days for Montevideo.

The United States ships *Vandalia*, Captain Budd, and *St. Louis*, Captain NEWTON, were at Havana, 27th January.

Letters have been received at the Navy Department, stating that the sloop of war *Peacock*, Captain Geisinger, having visited the West coast of Sumatra, was at Batavia—all well—September 28th, 1832.

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General JOHN E. WOOL, Inspector-General of the Army of the United States, has arrived at New York, returning from a tour on the continent of Europe.

## NAVY DEPARTMENT.

*United States' Schooner Porpoise,*  
*At Sea, Lat. 8° 46' N. Long. 14° 57' W.*  
 January 12th, 1833. }

SIR—I have the honor to inform you that this vessel has proceeded thus far on her way to the Coast of Africa. We are now contending against very light winds and calms, but I hope in two or three days more to be off the Gallinas. Should I hear nothing of the Pirate on my arrival there, I shall touch at Mesurado, and thence proceed with all despatch to join the West India Squadron, via Cuba.

My crew are generally healthy; but two on the sick report to-day.

I addressed you from Port Praya, Island of St. Jago, giving you a detailed account of the movement of the Porpoise since she left Fayal. I have the honor be, very respectfully,  
 Your obedient servant,

JAMES McINTOSH,  
 Lt. Commanding.

To Hon. LEVI WOODBURY, *Secretary U. S. Navy,*  
 Washington, D. C.

## MEDICAL STAFF OF THE ARMY.

WAR DEPARTMENT, July 6, 1832.

"No person will be hereafter permanently appointed or promoted in the Medical Staff of the Army, until he has passed an examination before a proper Board, and received a favorable report therefrom. A Medical Board, to consist of three Surgeons, or Assistant Surgeons, will be detailed from time to time, by the orders of the War Department, who will examine the qualifications of all persons authorized to present themselves for that purpose, and will report to the Surgeon General their opinion thereupon. In the execution of this duty, the Board will rigidly scrutinize the pretensions of each candidate, and report favorably upon no case admitting of a reasonable doubt. The health and lives of the officers and soldiers are too important objects to be committed to ignorant or incompetent hands.

"No allowance will be made for the expenses of persons undergoing these examinations, as they are considered indispensable prerequisites to appointment LEWIS CASS."

By order of Major General MACOMB,

R. JONES, Adj. Gen.

## ORGANIZATION OF THE ARMY.

	General Staff.	Medical Staff.	Pay Department.	Purchasing Department.	Corps of Engineers.	Topographical Engineers.	Ordnance Department.	4 Regiments of Artillery.	7 Regiments of Infantry.	Battalion of mounted Rangers.	Grand Aggregate.
Major General	1	:	:	:	:	:	:	:	:	:	1
Brigadier Generals	2	:	:	:	:	:	:	:	:	:	2
Adjutant General	1	:	:	:	:	:	:	:	:	:	1
Inspector Generals	2	:	:	:	:	:	:	:	:	:	2
Quartermaster General	1	:	:	:	:	:	:	:	:	:	1
Quartermasters	4	:	:	:	:	:	:	:	:	:	4
Commis. Gen. of Subsistence	1	:	:	:	:	:	:	:	:	:	1
Commissaries	2	:	:	:	:	:	:	:	:	:	2
Surgeon General	1	:	:	:	:	:	:	:	:	:	1
Surgeons	12	:	:	:	:	:	:	:	:	:	12
Assistant Surgeons	55	:	:	:	:	:	:	:	:	:	55
Paymaster General	1	:	:	:	:	:	:	:	:	:	1
Paymasters	14	:	:	:	:	:	:	:	:	:	14
Commis. Gen. of Purchases	1	:	:	:	:	:	:	:	:	:	1
Military Storekeepers	2	:	:	:	:	:	:	:	:	:	2
Colonels	1	:	:	:	1	1	4	7	:	:	13
Lieutenant Colonels	1	:	:	:	1	1	4	7	:	:	13
Majors	2	6	2	4	7	1	22	:	:	:	32
Captains	6	4	10	36	70	6	132	:	:	:	188
First Lieutenants	6	:	:	72	70	6	154	:	:	:	188
Second Lieutenants	6	:	:	72	70	6	154	:	:	:	188
Third Lieutenants	:	:	:	:	:	6	6	:	:	:	12
Sergeant Majors	:	:	:	:	:	4	7	:	:	:	11
Quartermaster Sergeants	:	:	:	:	:	4	7	:	:	:	11
Sergeants	:	:	:	:	:	44	144	210	30	428	
Corporals	:	:	:	:	:	:	144	280	30	454	
Principal Musicians	:	:	:	:	:	:	:	14	:	14	
Musicians	:	:	:	:	:	:	72	140	:	212	
Artificers	:	:	:	:	:	:	108	:	:	170	
Enlisted men for Ordnance	:	:	:	:	:	250	:	:	:	250	
Privates	:	:	:	:	:	:	1512	2940	600	5052	
Total commissioned	14	68	15	3	22	10	14	192	231	25	594
Total non-commissioned of- ficers, musicians, artificers and privates,	294 1988 3598 660 6540										
Aggregate	14	68	15	3	22	10	308	2180	3829	685	7134

*General Intelligence.*

The whole number of militia in the United States, according to the latest returns, is 1,308,047; of whom, 188-615 are in the state of New York.

**NEW PERCUSSION GUN.**—At the Royal Institution, last week, Mr. Faraday produced a new fowling piece possessing a curious principle of percussion. This gun is the invention of Mr. Wilkinson, conjointly with Mr. Moser, who has obtained a patent for it. The principle consists in the introduction of the priming into the barrel, and firing it in that situation at the top of the powder. The priming being fixed in the wadding or shot cartridge, is struck by a fine steel pin, which passes through a sheath or tube, surrounded by the gunpowder; and the advantages are, that no operation of priming is required, that being done in the act of loading; there is no flash or smoke, it is perfectly water proof, and not liable to miss fire; and the whole charge of powder must be ignited, in consequence of being fired from the top, and exactly in the centre.—*London Mechanic's Magazine.*

The London Athenæum of the 12th January contains an account of an institution lately opened in that city, under the title of "Gallery of Practical Science," and of models of various inventions by our ingenious countryman, Mr. Perkins.

Among the exhibitions are the following:—

A permanent magnet by Saxton, from which an electro-magnetic spark is elicited; a temporary magnet by Marsh, which, when charged by a small voltaic battery, is capable of sustaining a weight of above six hundred pounds; models of improved anchors, and other nautical instruments, by Mr. Perring, Lieutenant William Rodger, R. N., and others;—a plan to explain Mr. Ralph Watson's plan for preventing the foundering of vessels;—a machine for the compression of water with a force equal to a pressure of 30,000 pounds to the square inch,—and various miscellaneous articles, which it is not possible for us even to mention.

**MARRIAGES.**

In Baltimore, Lieutenant JOHN S. NICHOLAS, U. S. Navy, to ESTHER S. daughter of the late GEORGE. P. STEVENSON.

In Annapolis, Md. Lieut. EDWARD G. TILTON, U. S. Navy, to JOSEPHINE, daughter of H. H. HARWOOD, Esq.

At Hampton, near Genesee, N. Y. on the 10th of Jan. Lieut. JONATHAN W. SWIFT, U. S. Navy, to Miss ISABELLA, daughter of Col. WM. FITZHUGH, of that place.

In Washington, D. C. on the 5th Feb. ROBERT FITZHUGH, U. S. Navy, to MARIA, daughter of DANIEL CARROLL, Esq. of Duddington.

In Pensacola, Florida, on the 10th Jan. Dr. ISAAC HULSE, Surgeon, U. S. Naval Hospital on that station, to Miss MELANIA, daughter of JOHN INNERARITY, Esq. of Pensacola.

In Baltimore on the 5th Feb. Lieut. D. S. MILLS, 7th Reg. U. S. Infantry, to Miss SARAH ANN BRISCOE, of Baltimore.

In Philadelphia on the 19th Feb'y FRANCIS G. M'CAULEY, Purser U. S. Navy, to MARIA, daughter of JOSEPH TAGERT, Esq. of that city.

**DEATHS.**

At Port Mahon, JAMES EVANS, Boatswain U. S. Navy.

At Fort M'Henry, near Baltimore, on the 4th Feb. Captain W. G. DANA, of the 1st Regt. of Artillery.—Captain Dana entered the army in 1814, from the Military Academy, since which time he has been constantly on duty, which he has performed with promptness and devotion to the service.

At Hagerstown, Md. on the 11th Feb'y Lieut. WILLIAM POTTENGER, U. S. Navy, aged 39.

In New York, on the 4th Nov. 1832, Mid. WILLIAM F. IRVING, U. S. Navy.

**RESIGNATIONS.**

*Accepted since the Naval Register for 1833 was issued.*

Mid. Geo. Lansing,	27 Oct. 1832
" Wm. Russell,	13 Dec. "
" Edwd. H. Perkins,	2 Jan. 1833
" Ben. D. Moore,	" " "
Gunner John Martin,	18 Dec. 1832
Carpenter James Jones,	12 Oct. "



